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## American Railroad Journal.

New York, Saturday, June 6, 1874.

### Economy of the Wharton Patent Safety Railroad Switch.

THE MAIN TRACK ENTIRELY UNBROKEN AND CONTINUOUS.

By the use of the Wharton Safety Railroad Switch, a continuous and unbroken track is obtained for the through travel, thus insuring such trains from switch accidents, and saving them from any and every damage which result from the open joints and movable rails of a common switch. Some idea of the great economy of this switch over all others can be formed from the following statements:

Cost of a Wharton Safety Railroad Switch.....	\$150 00
Cost of a Common Switch.....	50 00
	\$100 00

This difference of one hundred dollars in price is not only overcome in the maintenance of the roadway, but besides the difference of cost, a further saving on the roadway alone amounts in ten years to \$145 50, or a profit on the investment in the Wharton Safety Switch of over 14 per cent per annum, as the following statement will show:

### COST OF ORDINARY RAILROAD SWITCH FOR TEN YEARS.

First cost of switch stand, lever, switch rods, clamp bars, head blocks, slides, &c.....	\$50 00
Ten years' interest on same, at 6 per cent per annum.....	30 00
Cost of renewals during ten years, (allowing for old materials taken out out,) viz:	
Four new rails every twelve months, ten renewals at \$20.00.....	200 00
Head castings each year, at \$3.50.....	35 00
Labor on renewals and repairs at 75 cents per month.....	90 00
Interest on cost of renewals and repairs..	97 50
	\$502 50

### COST OF WHARTON'S RAILROAD SWITCH FOR TEN YEARS.

First cost of switch, lever, rods, clamp bars, slides, etc.....	\$150 00
Ten years' interest on same at 6 per cent.....	90 00
Cost of renewals for ten years, (allowing for old rails taken out) viz:	
Two renewals of four main track rails, at \$20.00.....	40 00
Labor on renewals and repairs, at \$5.00 per year.....	50 00
Interest on cost of renewals and repairs.....	27 00
	357 00
	\$145 50

But when in addition to this saving of the roadway, the saving in wear and tear of the rolling stock is considered, the economy of the Wharton Safety Railroad Switch becomes further manifest. If we estimate the damage to a locomotive and train of cars in passing the open joints and movable rails of a common switch at the small sum of ONLY ONE CENT, we have a result on a calculation of thirty through trains a day, at one cent each, of thirty cents, or, in one year, (three hundred and sixty-five days) of \$109 50, which is more than the difference in the original cost of the switches, and as the AVERAGE LIFE TIME OF THE WHARTON SAFETY RAILROAD SWITCH IS MORE THAN TEN YEARS, it will be noticed that for the following nine years such damage will be annually saved, free of all cost. And as to the question of safety, one cent set aside as the insurance of each through train passing a common switch (thirty trains in number daily) will pay in one year more than the difference in cost between a Wharton Safety Railroad and common switch,

### AND SECURE THROUGH TRAINS FROM SWITCH ACCIDENTS FOR A TERM OF TEN YEARS.

Broken rails and bent axles are often caused by the constant thumping of the wheels at the open joints and movable rails of the common switch, (insecurely held in position under the pressure of passing trains by means of the switch rods or other apparatus,) causing many accidents, loss of life and great destruction of property.

As the Wharton Safety Railroad Switch secures to railroads a continuous and unbroken track, and the above enumerated advantages of safety and economy at a very small cost, it would scarcely seem advantageous to further consider the propriety of using any switch contrivance which breaks the rails of the main track.

The loss of life and destruction of property resulting from switch accidents is so apparent that it is not necessary to enlarge upon that subject. It is enough simply to say that railroad companies need not be subjected to them, since the way to avoid them is so sure and inexpensive.

ABRAHAM BARKER, Pres.

WM. WHARTON, JR. Sup't.

of Wharton R. R. Switch Co.

Post Office Box, No. 2353.

Office, No. 28 South Third Street.

Factory, Washington Av. and 23d St.

Philadelphia, Pa.

### Lease of Foreshore Rights to the New York Central and Hudson River R. R. Co.

The City authorities have leased the foreshore rights of land under water between Sixtieth and Sixty-fifth streets to the New York Central and Hudson River Railroad Company, on which the company purpose building a grain elevator capable of operating 1,250,000 bushels of grain. Extensive docks will also be constructed on the reclaimed water-front, and tracks laid down to connect with the main line. Part of the foreshore is owned by the Railroad Company, and the terms of the new lease of the other portion are as follows: The company are to have control of the land for fifty years at a rental of \$5,000 for the first term of ten years, \$6,000 for the second term, \$7,000 for the third, \$8,000 for the fourth, and \$9,000 for the fifth term; the company to keep the piers in repair, and perform the dredging and other necessary work in the channel. At the expiration of the term, the lands and improvements will revert to the City. The Commissioners of Docks express themselves satisfied that the agreement is advantageous to the City.

**Railroad Law.****RAILROAD COMPANIES.—CONTRACT FOR FREIGHT. LIABILITY OF COMMON CARRIERS FOR LIVE STOCK.**

The facts of this case are fully set forth in the following opinion of the Court by Judge EARL.

The rule of the common law makes a common carrier responsible for the safe carriage and delivery of property intrusted to his care, unless he be prevented by the act of God or of the public enemy. But this rule is not applied in its full extent to the carriage of live stock (*Angell on car.*, § 214; *Clark vs. The Rochester and Syracuse R. R. Co.*, 14 N. Y., 570; *Bissell vs. New York Central R. R. Co.*, 25 Id., 442; *Smith vs. New Haven Northampton R. R. Co.*, 12 Allen, 531). In the transportation of such stock, in the absence of negligence, the carrier is relieved from responsibility for such injuries as occur in consequence of the vitality of the freight. He does not absolutely warrant live freight against the consequences of its own vitality. Animals may injure or destroy themselves or each other; they may die from fright or from starvation because they refuse to eat, or they may die from heat or cold. In all such cases the carrier is relieved from responsibility if he can show that he has provided all suitable means of transportation, and exercised that degree of care which the nature of the property requires.

Therefore in this case it was not sufficient to establish the common law liability of the defendant to show that the hogs died from heat; but it was incumbent on the plaintiff to show further that there was some negligence or omission of duty on the part of the defendant.

In this State it is well settled that a carrier may, by express contract, exempt himself from liability for damages resulting from any degree of negligence on the part of his servants, agents and employees. (*Lee vs. Marsh*, 42 Barb., 102; *Keeny vs. Buffalo, N. Y. and Erie Co.*, 4 Keyes, 108; *Keeny vs. Grand Trunk R. R. Co.*, 59 Barb., 104; *Bissell vs. N. Y. Central R. R. Co.*, *supra.*) In some of the States it is held that a carrier cannot be exempted from responsibility for gross negligence. But so long as the freighter can insist that the carrier shall carry his property under the common law responsibility, there can be no reason founded in justice, convenience or public policy why he may not voluntarily enter into a contract founded upon sufficient consideration exempting the carrier from all responsibility for any degree of negligence whether it be gross or slight.

In this case, the plaintiffs assumed and agreed to take the risk of injuries to the hogs in consequence of heat.

Effect should be given to this stipulation. The parties must be held to have meant something by it. In consideration that the plaintiffs would assume and take certain risks which would otherwise devolve upon the defendant, it agreed to carry at a reduced rate. If it be held that this stipulation simply exempts the defendant from liability for injuries to the hogs from heat without any fault on its part, then it gets nothing; for in such case, without the stipulation, it would not be responsible. Force and effect can be given to this stipulation only by holding that it was intended to exempt the defendant from negligence, in consequence of which, the hogs died from heat.

The Judge at the trial, however, entirely ignored

this special contract and put the case to the jury upon the defendant's common-law responsibility, charging that it was liable if they found it guilty of negligence in the transportation of the hogs. And he refused to the defendant any benefit whatever from the special contract.

In this I cannot doubt the learned judge erred. The judgment should, therefore, be reversed and new trial granted, costs to abide event.

**Concord Railroad.**

The receipts from operations of this road for the fiscal years ending March 31, 1873 and 1874, have been as follows:

	1873.	1874.
From passengers.....	\$362,867 49	\$372,741 53
" freight.....	647,326 27	636,943 86
" rents.....	7,413 35	8,218 86
" express.....	13,050 00	13,050 00
" mails.....	9,458 05	10,484 47
	\$1,040,115 16	\$1,041,438 72

Expenses, viz:		
Repairs of road.....	\$111,438 64	\$114,362 61
" structures....	30,978 73	25,071 91
" locomotives....	21,566 63	34,233 25
" cars, etc.....	55,832 43	56,232 06
Oil and waste.....	11,511 01	10,693 70
Fuel.....	146,018 21	116,676 08
Passenger expense....	57,201 81	60,043 97
Freight expense.....	66,338 21	72,016 02
Damages.....	4,371 90	3,536 95
General running exp...	20,717 33	12,631 37
Insurance and taxes...	13,589 47	11,088 64
New railroad iron.....	82,648 87	75,138 67
New locomotives.....	19,408 29	14,161 12
New cars.....	23,282 23	96,130 84
New engine house at Concord.....		15,932 13
All other expenses....	23,323 21	18,747 67
	\$688,226 97	\$736,696 99
Leaving a balance of..	\$351,888 19	\$304,741 73

From which has been paid—	
Taxes on capital stock....	\$52,406 89
Northern Railroad on Vermont Central contract...	5,700 00
Manchester and Lawrence Railroad.....	46,679 26
Rent on Concord and Portsmouth Railroad.....	25,000 00
On account of the construction of Suncook Valley Railroad.....	3,871 74
	133,657 89

Receipts over expenses.....	\$171,083 84
From which is reserved and appropriated for—	
New iron and steel rails..	\$18,000 00
For unsettled claims.....	2,000 00
Paid two dividends of 5 per cent each.....	150,000 00
	170,000 00
Balance carried to contingent fund...	\$1,083 84

It will be observed that the expenses include unusually large expenditures for new locomotives and new passenger and freight cars, amounting to \$110,291 96, and for new iron rails, \$75,138 67; but these outlays have been judicious and necessary, in order to make suitable provision for the requirements of the business of the road. Nearly sixteen thousand dollars have been expended towards the construction of a new engine-house at Concord, which has been greatly needed. Only so much of it has been erected as was required for immediate use; but the plan contemplates a much more extensive and better structure than the road has had, and one which will be sufficient for all its probable wants for many years to come. The additions will be continued as the funds of the road will allow, and its necessities require.

During the past year, there has been expended, from the earnings, the sum of \$3,871 74, on account of the construction of the Suncook Valley Railroad, which amount has been charged to the account of that road.

The intention of the management of the road has been to meet all bills during the year promptly as they have accrued, and the foregoing statement of expenses includes nearly ten thousand dollars (\$10,000) of incidental and other expenses of former years, which have been paid during the past year.

The financial condition of the Corporation is shown by the trial balance of the Treasurer, which accompanies this report.

The stock account has been increased to the amount of \$13,213 54, as appears by the annexed statement. This excess is mostly in coal and materials for the repairs of the road, now on hand.

The rolling stock of the road is now nearly, if not quite, sufficient to meet the reasonable requirements of its business. Four new first-class passenger cars have been purchased and paid for during the past year, and another has been finished in the shops and put on the road, and one first-class mail and baggage car has been built. The road now has 39 passenger cars and 10 baggage cars, the most of which are of modern construction and in good condition. The whole number of freight cars now owned by the corporation is 775. Of these, 50 new platform cars, 10 new box cars, and 75 new coal cars have been purchased and paid for since the last report. In addition to the cars purchased, 34 platform cars have been substantially rebuilt during the past season, and, to comply with a statute of Massachusetts, brakes have been put on to 214 platform cars.

One new first-class freight locomotive has been built, and several others have been thoroughly repaired during the year, and the motive power of the road is now in a good and efficient condition.

The road bed and superstructure have been fully kept up, and are in a good condition. There have been purchased and laid in the track 1,397 tons of new iron rails, and 1,412 tons have been taken up, repaired, and relaid upon the Concord Road and branches. Five hundred tons of new steel rails have been contracted for and are now being received, and will be laid in the main track in the course of the ensuing summer, in continuation of those heretofore laid, which will nearly complete one track of steel between Concord and Manchester. There have been laid 53,608 new sleepers during the past year; and the ballasting of the road bed one foot in depth with gravel has been continued, and now extends from Concord to a point near Goff's Falls.

The depots and other buildings have been somewhat improved. A new passenger depot has been built at Goffstown, and the old one moved and fitted up for a freight house, which has greatly improved the facilities for doing business at that place.

The new roads and connections at Nashua will soon require a larger and more convenient passenger depot and other improvements at that Junction. No arrangements have as yet been made with the other roads interested, but it is expected that satisfactory agreements will be entered into, which will insure such a new depot and other accommodations as are required by the public and will be creditable to the roads.

A new freight depot has been built at Suncook, and the important and increasing business of the road at that place demands enlarged and better passenger accommodations. Preparations have been commenced for them, and they will be completed as soon as practicable.

Additional accommodations for engines are much needed at Manchester, and some improvements of the passenger depot at the same place are desirable.

In the last annual report, mention was made of the necessity for increased depot accommodations at Concord, but nothing has yet been done in that direction. That necessity increases with the large increase of business at that point, and measures



should be taken to remedy the existing deficiencies whenever the funds of the road will admit. We presume it is the wish of the stockholders, as it has been the endeavor of the directors in the management of the road, to provide all the reasonable accommodations for the public, which the business of the road will allow, with the payment of proper dividends on the stock. But in such a course the progress must be gradual, and limited by the means which the business of the road, with strict economy in its operations, shall furnish.

The great depression of business during the panic, and the consequent large falling off in the receipts of the road, as before stated, with the apprehension then entertained that the same effects would continue to a greater degree than ultimately proved, rendered it necessary, in the view of the directors, to diminish the expenses as far as practicable, in order to avoid too great deficiency in the net income of the year. The way which appeared best for that purpose, and likely to be attended with the least inconvenience to the public, was by diminishing the number and speed of the trains over the road while that depression of business should continue. It evidently would have been poor economy to run more trains, or with more expensive speed, than the existing business required. But with the revival of business, and greater occasion of the public for accommodation, the former facilities will be resumed, and increased as circumstances shall warrant. The intention of the directors, in order to attract travel over the road and its branches, is to furnish all such accommodations and comforts as the business, at reasonable rates, will allow. For this purpose large sums have been expended, as this report shows, for passenger cars and other equipments of improved modern style, for use on all those parts of the road and its branches where the amount of travel is sufficient to call for them.

The total tonnage of the road for the year has been 730,741, equal to 20,666,524 tons transported one mile. Total number of passengers carried 614,327; total carried one mile, 13,653,612. Number of miles run by trains, 800,934.

## BALANCE SHEET.

Construction .....	\$1,500,000 00
Rindge's Wharf, Portsmouth .....	51,507 72
Manchester and North Weare R. R. ....	11,534 19
Mt. Washington R. R. ....	1,055 61
Suncook Valley R. R. ....	120,665 10
Parker Land, Suncook. ....	6,500 00
Notes receivable .....	26,000 00
Cash on hand .....	80,207 73
	<b>\$1,797,470 35</b>
Capital stock .....	\$1,500,000 00
Det. and contingent acc't .....	184,609 02
Interest .....	35,037 33
Income for dividend, May 1, 1874. ....	75,000 00
Concord R. R. div. unpaid .....	2,506 50
Concord and Portsmouth R. R. div. unpaid. ....	206 50
Suncook Valley R. R. div unpaid. ....	111 00
	<b>\$1,797,470 35</b>

President.—WILLIAM A. TOWER.

Directors.—William A. Tower, John E. Lyon, Onslow Stearns, James W. Johnson, Frederick Smyth, Joseph P. Pitman, John A. Spalding.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

The directors of the Suncook Valley Railroad Company, elected on the 28th ult., are: Saml. N. Bell, Manchester; Natt. Head, Hooksett; Fredk. Smyth, Manchester; Lemuel B. Towle, Epsom; Chas. H. Carpenter, Pittsfield; Martin V. R. Edgerly, Manchester. The Suncook Valley Extension Company elected on the same day as directors: S. N. Bell, Fredk. Smyth, Jas. H. Colbath, Daniel E. Tuttle, Thos. Cogswell, Jno. M. Durgin,

## Atchison, Topeka and Santa Fe Railroad.

The annual meeting of the stockholders of this corporation was held at Topeka, Kansas, on the 28th of May. The Topeka Commonwealth, of 27th, gives the following report:

At the meeting of the stockholders of the Atchison, Topeka and Santa Fe Railroad held in this city yesterday, the following named gentlemen were elected Directors of the Company for the ensuing year: T. Nickerson, H. Strong, G. Twichell, J. Nickerson, F. H. Peabody, A. Speare, G. B. Wilbur, I. T. Burr, G. Opdyke, T. J. Peter, D. L. Lakin, B. P. Cheney, C. K. Holliday.

These gentlemen are among the leading business men of the East and of Kansas, being principally residents of Boston, and stand high among the solid men of that city, and their business relations to the road are such as to insure the most perfect arrangements for its successful operation.

The Directors elected Thomas Nickerson President; F. H. Peabody Vice President; C. W. Pierce Secretary and Treasurer; G. H. Nettleton General Superintendent; and E. Wilder Assistant Treasurer.

The following resolution was adopted:

Resolved, That the company accept the proposition of the city of Topeka, and establish permanently their "general offices" and "machine, car and repair shops" in this city.

It is understood that work on the offices and shops will soon be commenced, and that they will be pushed forward to completion as fast as possible.

It is gratifying to know that the stockholders and directors are greatly pleased with the present condition and prospects of the road, and that this very important line is highly prosperous, and that the whole country through which it passes is being so rapidly developed in consequence of the liberal policy toward those who settle along its route.

## Midland Railway of Canada.

From the report of this company for the year ending December 31, 1873, we learn that the receipts during that period were: from passengers, \$80,489 56; from merchandise, \$231,036; and from mails, \$6,634 32, making a total of \$318,159 88. During the same time the expenditures were: for general management, \$14,137 34; operating road, \$77,285 38; repairs, \$82,239 14; and miscellaneous, \$6,514 04, making \$180,175 90, and leaving to be carried to net revenue account the sum of \$137,983 98. The directors have charged to this account the interest on £40,000 of the £100,000 first mortgage bonds, sold for the construction of the Beaverton extension; being a just proportion on the 20 miles now completed and running from Beaverton to Orillia, whilst the further interest on £60,000, expended on this extension, was made chargeable to the construction account.

The receipts on capital account during the year were \$48,770 45; and since commencement, \$3,254,458 89. The expenditures on same account during the year have been: on lines and works open for traffic, \$67,660 41; on lines and works in course of construction, \$184,768 96; rolling stock, \$64,155 98; sinking fund, \$32,606 69—making a total for the year of \$349,192 04; and from commencement of the undertaking, \$3,597,644 91. In reference to the extension to Waubaushene and Midland, the report says:

The urgency of completing this extension is made apparent in the burden of an accumulating and yet unproductive interest charge, and in view of this, your directors have continued even during the financial pressure prevailing, to urge forward the necessary works, feeling encouraged that if the road reached its terminus, no doubt existed that the revenue receipts would largely increase,

if not double. The bridges on the entire line to Midland are under construction. The sleepers are being taken out, and the completion of the line to Waubaushene, at least by the middle of summer, is confidently expected.

The financial condition of the company, December 31, 1873, was as follows:

## LIABILITIES.

Bonded debt, £335,000 stg., first mortgage bonds .....	\$1,630,333 32
Share account .....	835,782 50
Reserve account, applicable to shares	758,948 58
Realized from sales of land not required. ....	2,194 49
Depreciation fund, for depreciation of rolling stock .....	27,200 00
Foreign Bankers, amount advanced by them. ....	222,747 65
Bills payable .....	98,399 54
Pay rolls .....	22,212 66
Municipalities, sundry amounts due them .....	7,775 00
Sundry acc'ts due by the company. ....	52,748 36
	<b>\$3,655,342 10</b>

## RESOURCES.

Construction account—100.69 miles of road, including sidings .....	\$2,475,823 70
Equipment account .....	378,245 88
Georgian Bay Extension, amount expended .....	710,968 64
Sinking fund, bonds redeemed. ....	32,606 69
Material, lumber, iron and fuel on hand .....	35,489 05
Outstanding freight and cash on hand	5,031 98
Sundry accounts due the company. ....	17,176 16
	<b>\$3,655,342 10</b>

The Directors for the year are: Adolph Hugel, Port Hope, Ont., President; William Fraser, Port Hope; Lewis Ross, M. P., Port Hope; N. Kirchhoffer, Port Hope; J. F. Schepeler, London, Eng.

## Manchester and Lawrence Railroad.

At the annual meeting of the stockholders of this company, held at Manchester, N. H., on the 29th of May, the old Board was unanimously re-elected as follows: E. A. Straw of Manchester, B. F. Martin of Manchester, E. A. Abbot of Concord, W. W. Stickney of Exeter, J. W. Smith of Andover, Mass., Nathan Parker of Manchester, Arctas Blood of Manchester.

At a meeting of the Directors, Gov. Straw was re-elected President, and Hon. S. N. Bell, Clerk. Hon. Geo. B. Chandler, of the Amoskeag Bank, retains the Treasurership.

The report shows the total tonnage of merchandise transported during the year to be 72,314, a decrease from the previous year of 7,119; the whole number of passengers was 160,909, an increase over the previous year of 2,054; number of miles run by trains 77,940, an increase of 1,762; total receipts \$190,036 88; expenses \$89,314 31; net earnings \$100,722 57. Two dividends of 5 per cent have been paid.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending May 23, at 480,791 tons, and for the coal year 6,484,423 tons, against 6,667,608 tons to corresponding time last year, being a decrease of 183,185 tons. The bituminous tonnage for the week is 79,668 tons, and for the year 1,099,868 tons, against 1,076,086 tons to same time last year, giving a total of all kinds for the week of 560,459 tons, and for the year of 7,584,291 tons, against 7,743,694 tons to same time last year, being a decrease of 159,403 tons.

**United States Rolling Stock Company.**

The income account of the company on 31st December 1872 closed with a balance to the credit of income of \$25,651; the income of the year closing December 31 1873, has been as follows:—From interest, \$46,483; from rental, \$1,006,648; making a total to credit of income account of \$1,079,783. The charges against income for the same period have been as follows:—For freights, \$7,227; repairs not chargeable to lessees, \$28,297; general expenses, \$37,587; operating expenses, \$26,081; insurance, not chargeable to lessees, \$3,174; estimated loss by doubtful debtors, \$20,604, making a total to debit of income account of \$124,249; leaving a credit balance applicable to dividends and reserve of \$955,534.

Out of the total net income, there was, as you are aware, declared in June 1873 and paid a semi-annual dividend at the rate of 12 per cent. per annum, net in gold coin, on the total capital of \$5,000,000, amounting, with the premium on gold, commissions, &c., to the sum of \$326,548, leaving a balance of \$628,985 to the credit of income account at the close of the year.

Out of this latter sum, \$250,000 was carried to reserve account, leaving \$378,985 applicable to dividend for the balance of 1873. On 22d January 1874 a dividend of 3½ per cent, net in gold coin, was declared and paid, and a resolution adopted by your board declaratory of a further dividend of 2½ per cent., in gold, out of income earned, whenever collected.

In reviewing each item of the preceding account, as well as of those to follow, I beg to remind you that, while I have been one of your board of trustees and the company's treasurer throughout the year, it was only in August last that I assumed, at your request, the general management of the company's affairs, and that consequently my personal knowledge of the details of the company's business dates from that time only.

**INTEREST.**

The amount of \$46,483 to the credit of this account is derived from current interest on the balances in the hands of the company's bankers both in Europe and here. On the latter the rate has, until quite recently, been uniformly 6 per cent. per annum. Part of the amount has been derived from retarded payments by lessees, who have charged the usual legal rate of 7 per cent.

**RENTAL.**

Appended hereto are detailed statements of the rentals earned by each class of cars during the entire year, summarised as follows:—From locomotives, \$153,364; passenger coaches, \$63,866; baggage cars, \$10,203; combination cars, \$2,509; oil tank cars, \$30,210; dump cars, \$22,500; flat cars, \$28,125; stock cars, \$104,672; box cars, \$398,669; gondola cars, \$197,528; total as above, \$1,006,648.

The stock has been in the main well and steadily employed. But it must be remembered that at the opening of the year little more than one half of the company's capital had been productively invested. On the 1st of January 1873 there still remained in builders' hands rolling stock in process of construction to the amount of \$2,223,625—of which, on 30th June 1873, there still remained undelivered (as shown in the preliminary report to the stockholders of that date) the amount of \$661,000. These important additions to the company's rolling stock were delivered at various periods throughout the year, and consequently earned only a corresponding proportion of a full year's rental.

During the first nine months of the year almost the whole of the stock found profitable employment immediately upon receipt from the builders or upon delivery from lessees whose leases had expired. The majority of the railroads were doing a large and profitable business, and the demand for rolling stock greatly exceeded our ability to supply it. Since the disastrous panic of 1873, which affected railway interests more than any other, the applications have entirely ceased, and not only have we been unable to promptly renew or exchange several leases about to expire,

but we have since January 1, 1874, been obliged in several instances to permit stock to be returned to us on unexpired leases, the lessees being unable or unwilling to retain or pay for the same. At the close of the year all of our stock, with the exception of sixteen locomotives and sixteen passenger coaches, still remained under lease, but the general unwillingness to renew leases about to expire, and the almost total absence of demand, warn us to anticipate greatly reduced earnings during the first half of the current year.

**FREIGHTS.**

In the early part of the year, and while the demand for rolling stock continued extremely active, little difficulty was experienced in inducing lessees to receive the stock at the builders' shops, and transport it to destination at their own expense. In duller times, and in exchanging leases, it has been found impracticable to insist upon this condition in all cases, and the company has frequently been obliged to deliver the stock on the lessees' lines, and itself bear the expense. In this country of great distances, where the great preponderance of traffic is in one direction, from west to east, this expenditure for freight is at all times likely to be a serious one, and may at times greatly exceed the moderate figures of the past year.

**REPAIRS.**

The report of the general master mechanic, submitted herewith, explains in greater detail the cause of this large item of expenditure, \$28,974, which, under the form of contract now in use by the company, should apparently have been borne by the lessees. All the early contracts for construction were based upon models and specifications in use upon eastern roads, and were at first, for uniformity sake, adhered to throughout. It was very soon found, however, that the majority of the lessees were Western companies, or that the stock largely traveled over Western roads. These latter, owing to their lighter construction, less perfect road-beds, and less frequent facilities for cheap repairs, were found to require—for profitable use—various modifications in the stock leased to them. Notably was it found necessary to strengthen the trucks in use, and this was, by order of General McClellan, then your president, done throughout. Whenever repairs of this kind increased the actual construction value of the stock, the cost of the same has to that extent been charged to construction, and added to the valuation of the stock. The balance has been charged to repair account. It is to this class of repairs that the various "rebates on rental" are due which appear in the detailed tables of earnings. There will at all times be a certain amount of repairs to be done at the expense of the company, in order to maintain a high condition of the stock; but, after the pending accounts from this source are finally settled, they will be comparatively unimportant. The stock of the company is now reported in first-class condition, and gives unquestioned satisfaction to lessees. The cost of repairs to the company has also been largely increased by not owning our own repair shops and storage yards.

**DOUBTFUL DEBTORS.**

While the recent panic and continued dullness and depression seriously affects the financial stability of many roads, and results in great delays in making collections, only four accounts have involved an unquestionable loss. Neither has yet been definitely settled, but 90 per cent. of the amount involved has been written off as a total loss leaving a balance which there is every reasonable prospect of collecting. The total deductions from income amount as above to \$124,249, or about 11½ per cent. on the total gross earnings.

**RESERVE.**

In spite of the strictest attention to the maintenance of the highest standard of repairs, and the stringent provisions on this subject in the company's lease contract, there is, nevertheless, a gradual and unavoidable depreciation in the value of the rolling stock, which would in the course of years result in practical destruction, involving an entire reconstruction of the stock. To fairly rep-

resent the depreciation, the value of the stock should be established by an annual or semi-annual valuation of the property, involving a very great labor and presenting manifold difficulties. It has, therefore, been deemed best to fix the annual depreciation at an estimated percentage, and by transferring this amount to reserve account, supply a fund for annual new purchases or new construction equivalent to the estimated depreciation by wear and age. In view of the high standard of repairs maintained, an annual depreciation of 5 per cent. on the total amount of stock in use has been deemed adequate. The \$250,000 thus placed to the credit of reserve account will be available for new construction during the current year.

**DIVIDENDS.**

The net earnings of the year were more than sufficient to have paid a full 12 per cent. dividend for the entire year. Only 9½ per cent. was paid, owing to the sudden and almost entire stoppage of collections, in consequence of the financial panic of September last. The collections have since then somewhat improved. Further reference will be made to this subject hereafter.

**RENTALS AND BALANCES DUE TO COMPANY.**

The following are the rental balances accrued on December 31, 1873, a considerable portion of which has since been paid:—Shenango and Allegheny Railroad, \$1,200; Indianapolis, Peru, and Chicago Railroad, \$371; Cincinnati, Hamilton, and Dayton Railroad, \$1,000; Milwaukee, L. S. and Western Railroad, \$4,562; Great Western of Canada, \$7,061; Newcastle and Franklin Railroad, \$100; Harlem Extension Railroad, \$1,125; Pitcho Valley Railroad, \$375; Pennsylvania Petroleum Railroad, \$75; Green Bay and Minnesota Railroad, \$2,006; Newark and Straitsville Coal and Iron Company, \$14,002; Paris and Danville Railroad, \$977; W. P. Rond and Co., Chicago, \$5,027; Erie, \$3,092; Frederick and Pennsylvania Railroad, \$1,185; Darby Coal Company, \$1,012; Atlantic and Great Western, \$238,853; total, \$282,026.

Reference has already been made to recent difficulties in making collections due to the September panic. No delay has been experienced in collecting on any contract made during the last six months, or under the more stringent form of contract lease adopted since the last annual report. The trustees hope to make ultimate collection from every company except the amounts transferred to doubtful debtors already given above. But serious uneasiness has arisen concerning the amount due from the Atlantic and Great Western, owing to the peculiar circumstances in which the Rolling Stock Company finds itself placed with regard to the latter.

**HISTORY OF THE ROLLING STOCK COMPANY.**

The Rolling Stock Company was organized by the friends of the Atlantic and Great Western Railroad Company. It was based upon a contract between the two companies, agreed upon prior to the actual organization of the Rolling Stock Company, and intended, avowedly, as a means of furnishing that railroad company with the rolling stock which it so urgently required, but which it was then unable to acquire in fee-simple. At the request of the proprietary of the Atlantic Company, and the subscribers to the Rolling Stock Company, a board of trustees for the latter company was selected from the directors of the Atlantic Company, and the principal officers of the latter were invited to fill similar positions in the former. This arrangement has, with slight modifications, continued up to the present time.

When the existence of the Rolling Stock Company first became known in this country—no similar institution having previously existed—it was recognized as supplying a want long and urgently felt by the rapidly growing railway system of the United States. The application for stock on terms equivalent to those of the contract with the Atlantic became so numerous and urgent that the trustees felt justified in inviting the original subscribers to double the capital, which was promptly assented to and carried out. But even the increased capital did not enable the



company to satisfy the demand, and nine months ago we had on our books applications for rolling stock for over \$5,000,000 in value from among the most prosperous and responsible railroad companies in the United States.

It was, however, soon found that the increase in the capital, and the distribution of the stock among many different companies, involved an entire change in the character of the company's business. The trustees, whose duties originally were of a fiduciary character in watching over the execution of a pre-existent contract, found themselves gradually charged with the administration of a large corporation, with interests extending into half the States of the Union involving a vast multiplicity of considerations, legal, financial, and mechanical, as well as those of ordinary business policy. The officers of the company, in serving two corporations, found themselves over-burdened with work, and, in attempting to do justice to both, became involved in a conflict of interests, or responsibility, and not infrequently of authority.

In the early summer, when these difficulties first made themselves apparent, the trustees at once became convinced of the necessity of a reorganization, with an entire separation of the two companies. In the meantime, certain propositions had been made to leading shareholders, which induced them to recommend delay, and definite action upon the matter was at their request postponed. The visit to Europe of P. H. Watson, Esq., president of the Erie, in the fall of 1873, led again to negotiations which made delay seem advisable, and action was again deferred until the annual shareholders' meeting, which should have been held according to the company's charter on November 6, 1873. At the request of shareholders largely interested, and whose presence would otherwise have been impossible, the annual meeting was postponed; and, when it was finally held in the present month, was adjourned by the stockholders present, in consequence of limited attendance.

Under these circumstances, the position of both trustees and officers of the company has become peculiarly embarrassing, especially in view of the company's relations to the Atlantic Company.

#### THE ATLANTIC AND GREAT WESTERN LEASE.

At the time of making this lease, the Atlantic Company's line of roads was chiefly of the 6ft. gauge, at one time not uncommon in this country, but now generally abandoned, and retained alone by the Atlantic and the Erie. It was, however, at that time the intention of the Atlantic to narrow its gauge at an early day to the universal standard of 4ft. 8½ in. or 4ft. 10 in. With this view, it contracted with the Rolling Stock Company for only a limited amount of broad gauge stock, and ordered the principal part of the schedule agreed upon of the narrow gauge, which was then expected to be in use before the deliveries could be completed. It was found, however, that serious delays intervened in carrying out the narrowing of the gauge, and the Atlantic Company was suffering from insufficiency of stock to carry on its business on the existing 6ft. gauge. As the ordinary cars, if properly constructed for that purpose, can be reduced from one gauge to the other at comparatively slight expense, the Atlantic Company preferred to receive a further supply of broad gauge cars for temporary use and subsequent conversion, while at the same time receiving the narrow gauge stock agreed upon, which was expected at every moment to be imperatively required to carry on business after the change of gauge. Unfortunately, what was expected to be only a brief and temporary delay proved to be, for that year at least, a total abandonment, on the part of the Atlantic, of its intention to change its gauge. The result was, that the railroad company found itself in possession of a large amount of stock, upon which it was incurring a heavy expenditure for rental, but which was for the time being totally useless and unproductive.

In view of these facts, as soon as the Atlantic Company had arrived at a decision, the Rolling Stock Company readily consented to release the

Atlantic Company from its contract for narrow gauge rolling stock, in so far as lessees could be found for the same elsewhere, and about 400 cars and forty locomotives were promptly leased to other parties. But before further progress could be made the disastrous panic of September supervened, and not only paralyzed our efforts to relieve the Atlantic of its remaining narrow gauge stock, but threw back on our own hands a portion of that previously disposed of. The Atlantic Company now claims that for the latter it should be relieved from all responsibility. It further asks a concession on the rental of all the stock unused during the whole period of its standing idle, on the ground partly that the stock has undergone no wear or depreciation, and partly that an equitable consideration is due to them for the disastrous results of that part of their lease contract. At the same time, and pending the settlement of these questions, the great pressure of the times, from which the Atlantic Company has suffered more than most other trunk lines, makes it difficult for them to meet promptly even that portion of the rental concerning which there is no question. It must be evident that here are the elements of a very serious conflict of opinions, and possibly of a legal contest. It must be equally evident that no such conflict or contest can be carried on with justice to either party so long as the trustees and officers of both corporations are the same persons. However overwhelming the majority of interests that may be identified with both corporations alike, there is, unquestionably, in both corporations a large minority who are interested exclusively in one or the other, and whose interests the trustees are, therefore, especially and primarily bound to protect. While they were far from foreseeing last summer this precise difficulty, the trustees yet feel that, could their advice have been more promptly acted upon, the shareholders would have been better served; and they cannot too strongly urge upon the owners of the property such action as will relieve the present trustees from their anomalous position, and place the great interests of this corporation in the hands of gentlemen untrammelled by conflicting considerations and duties imposed upon them at a time when interests, now possibly divided, were united and harmonious.

#### CASH AND CASH ASSETS.

With the exception of cash in bank in New York and London, \$177,079, this account comprises only—\$4,865 for value of shares transferred to trustees to render them eligible under the law; \$5,572 of bills receivable at short dates; and \$88,304 securities on hand. No other item in the accounts submitted seems to call for special remark.

#### PROSPECTS.

So long as the general business prospects remain undoubtedly gloomy, and until a genuine reaction sets in from the panic and depression which befel us four months ago, it is unsafe to prognosticate. But although under continued dullness in business the proprietary may have to see a part of their stock continue unproductive, and possibly may have to consent to lower rates or losses on rentals, they have the satisfaction of knowing that the whole of their stock is in the most perfect order and condition; that their mechanical organization, under its present general master mechanic, Mr. C. F. Jauriel, has attained the highest degree of efficiency, and that their earnings will be the first to revive under the inevitable early revival of general prosperity throughout the country.

JAS. B. HODGSKIN,  
Treasurer and General Manager.

Onslow Stearns, Edward L. Goddard, Daniel W. Johnson, Dexter Richards, Mason W. Tappan, Charles Minot and Charles O. Sanborn, were elected Directors of the Concord and Claremont Railroad at the annual meeting held at Concord, N. H., on the 27th ult. Hon. Onslow Stearns was re-elected President and John Y. Ungridge, Clerk.

#### The Illinois Railroad Law.

The first verdict under the Railroad Law of Illinois was rendered in the Sangamon Circuit Court on the 23d of May. The particulars, as given by the Springfield Journal, were these:

This was in the case against the Chicago and Alton Railroad Company, on which the latter obtained a writ of certiorari to the United States Court, but which Judge Zane decided, a few days ago, to be still before the Sangamon Circuit Court. As was expected, the railroad company made no defense, its counsel contenting themselves with filing a protest against the proceedings, doubtless for the purpose of furnishing a basis of appeal to the Supreme Court. There were five counts in the complaint, charging as many distinct violations of the Railroad law, all of which were proven by the witnesses who testified in the case. The jury, after being out half an hour, returned a verdict against the railroad company, assessing damages against the railroad company at \$3,000. As the law permits a fine of \$1,000 to \$5,000 it is evident that the jury treated the violations proved as a single offense, though some may claim that there were as many offenses as there were counts in the declaration. The chief interest will be felt in the case in view of the progress toward the determination of the principle involved. What course will be taken by the railroad company has not yet been publicly announced; but it is hoped, for the sake both of the railroads and the State, that such steps will be taken as will lead to a speedy settlement as to the constitutionality of the Railroad law by the decision of the Supreme Court.

#### Erie Railway.

The Committee on Securities of the New York Stock Exchange have issued the following notice in regard to a certain class of bonds of this company:

Erie Railway Mortgage Bonds may now be registered and transferred to Duocan, Sherman & Co., transfer agents.

The first mortgage extended bonds bearing indorsements, and known as "extended indorsed," if registered by the company and indorsed to bearer, are a good delivery as extended bonds.

If any indorsements are without date, the transfer agents must certify on the bonds that they were there at the time of registering and transfer to bearer.

The directors of the St. Louis, Alton and Terre Haute Railroad Company have declared a dividend of three per cent on the preferred stock, payable on the 6th of July next. An arrangement has been recently perfected between the Indianapolis and St. Louis Railroad Company (the lessees of the main line of the St. Louis, Alton and Terre Haute Railroad Company) and the Terre Haute and Indianapolis Railroad Company (the lessees of the Vandalia line) by which they agree to work together and divide earnings equally. As this puts an end to rivalry and competition between these two lines it is likely to prove beneficial to both of them.

At an election for directors of the New York Bridge Company, held at No. 21 Water St., Brooklyn, on the 1st inst., stock representing 2,460 shares was cast for the following ticket, which was declared elected: Henry C. Murphy, James S. T. Stranahan, Alexander McCue, Isaac Van Anden, Wm. C. Kingsley, Wm. H. Vanderbilt, John H. Prentice, Abner C. Kenny, Benjamin F. Tracy, Hassan H. Wheeler, Jeremiah P. Robinson, Abram S. Hewitt, Seymour L. Husted, William Marshall, and Henry W. Slocum. The Mayor and Controller, both of New York and Brooklyn, are ex-officio members of the board.

## RAILROAD EARNINGS—MONTHLY.

Central Pacific:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,663
1868.....	64,463	86,987	81,396	96,481	106,836	164,720	259,590	251,832	262,770	296,422	286,562	342,743	2,300,707
1869.....	212,004	218,982	301,308	485,048	608,270	556,080	632,657	811,854	609,788	579,642	535,366	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	691,015	983,778	1,129,469	1,356,378	1,813,790	1,211,765	1,251,500	1,392,125	1,423,875	1,296,812	1,072,750	13,983,969
1874.....	848,558	794,000	867,666	1,132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,586	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,789	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,166,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	500,568	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1869.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1870.....	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,608	946,707	932,683	754,671	547,842	7,976,990
1871.....	623,566	599,917	653,545	637,519	858,945	926,983	808,524	797,475	1,000,080	1,200,216	1,010,892	712,559	9,299,430
1872.....	696,147	574,064	766,398	774,280	895,712	893,558	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1873.....	724,890	807,478	850,192	1,094,597	1,211,150	1,190,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,884,171
1874.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,555,467
1875.....	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,303,403
1876.....	656,428	602,482	774,994	787,941	952,899	861,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,908,277	12,272,645
1877.....	774,866	714,122	846,394	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,394	1,435,948	1,067,387	859,780	12,272,645
1878.....	752,468	765,249	867,258	1,034,023	1,250,072	1,309,578	1,240,987	1,284,094	1,071,448	1,461,827	1,039,306	1,019,501	13,916,465
1879.....	993,490	903,021	1,039,986	1,074,725	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869.....	204,112	180,840	239,622	247,661	241,456	250,408	253,567	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	250,169	274,021	249,555	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,550	360,759	374,671	338,723	304,625	317,773	3,760,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,265	401,262	417,328	439,581	359,530	358,743	4,462,625
1873.....	393,921	413,043	448,924	413,443	430,469	411,260	393,906	465,503	466,796	423,933	327,804	322,595	4,887,443
1874.....	393,053	276,099	318,976	342,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,056,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,560,023	1,526,243	1,643,474	1,745,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,615,382	1,541,968	1,764,821	1,717,593	1,686,584	1,774,570	1,918,247	1,882,421	1,560,023	1,025,129	19,631,781
1874.....	1,462,650	1,275,775	1,413,223	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1870.....	659,138	524,693	709,645	568,282	640,975	778,231	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1871.....	623,383	661,789	601,526	565,087	654,539	712,647	627,216	899,062	901,235	905,225	811,708	697,751	8,078,958
1872.....	624,744	629,617	563,598	620,225	713,192	718,722	707,992	856,041	890,287	753,184	755,436	688,131	8,401,142
1873.....	637,436	531,627	675,393	648,956	669,363	699,546	783,255	744,782	881,993	696,475	698,063	582,754	8,026,754
1874.....	602,241	597,429	660,759	553,912	635,459	742,600	618,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1875.....	611,491	638,668	567,554	580,921	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,583	357,392	349,468	448,418	314,513	213,240	3,095,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	328,159	335,785	392,510	265,217	201,462	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,539,389	1,294,710	1,498,408	1,628,250	1,479,945	1,323,476	1,225,708	1,469,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,621
1873.....	1,412,308	1,549,286	1,736,736	1,694,643	1,680,968	1,585,365	1,451,762	1,582,531	1,776,420	1,742,516	1,375,566	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,341	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	175,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,128,875
1874.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,669	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,039	405,283	363,187	329,891	378,880	497,990	511,447	453,873	387,827	4,755,965
1871.....	415,755	442,665	486,890	470,703	480,847	427,096	422,015	529,890	628,660	582,802	557,434	607,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,003	541,807	487,903	464,163	5,608,117
1873.....	379,836	440,261	567,314	566,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1869.....	454,590	330,400	420,951	460,288	620,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,569	7,250,069
1870.....	382,823	377,671	443,132	730,700	755,737	636,454	601,020	898,518	908,513	908,513	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,246	841,150	644,625	473,295	6,090,695
1872.....	460,986	387,566	426,223	474,183	580,432	594,766	488,248	565,729	911,961	960,945	702,838	413,787	6,967,717
1873.....	334,715	423,716	555,005	569,236	805,799	929,210	834,320	767,903	1,193,209	1,012,704	771,800	843,200	9,040,717
1874.....	664,400	687,500	576,620	742,050	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													



### Taxation of Corporations in Pennsylvania.

The following circular has been issued by the Treasurer to the Stockholders of the Erie and Pittsburgh Railroad Company:

By an act entitled "An Act for the Taxation of Corporations," passed by the Legislature of Pennsylvania and approved by the Governor of said State April 24, 1874, "The tax on the capital stock of railroad, canal and transportation companies is increased from one-half of one mill to nine-tenths of one mill for each one per cent of dividend declared, and from three mills to six mills on its appraised value, when no dividend is declared."

Pursuant to the requirements and provisions of the above mentioned act, this company, instead of deducting five per cent, as heretofore, will hereafter deduct nine per cent from each dividend declared upon its capital stock.

### Statement of the Public Debt of the United States June 1, 1874.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$5,418 66
6 per cent. 1881 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	4,733,083 75
6 per cent. 5-20 bonds, 1862..	167,997,900 00	859,989 50
6 per cent. 1881 bonds, 1863..	76,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	2,452,91 25
6 per cent. 5-20 bonds, 1864..	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864..	58,046,200 00	290,231 00
6 per cent. 5-20 bonds, 1865..	152,534,350 00	762,671 75
6 per cent. consols, 1865.....	202,633,100 00	5,065,827 50
6 per cent. consols, 1867.....	310,654,400 00	7,766,360 00
6 per cent. consols, 1868.....	37,474,000 00	936,850 00
5 per cent. funded loan of 1881	316,451,700 00	1,314,382 08
Aggregate of debt bearing coin interest.....	\$1,724,246,900 00	\$26,510,586 49
Interest due and unpaid.....		6,403,847 49
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money....	\$14,678,000 00	\$181,780 00
Interest due and unpaid.....		100 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	9,450 00
5 per cent. bonds of 1858....	149,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	2,927,850 00	39,760 96
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,200 00	1,427 08
5 per cent. 1 year notes, 1863.	75,635 00	3,793 83
6 per cent. 2 year notes, 1863.	63,290 00	3,493 99
6 per cent. compound interest notes, 1863-64.....	418,960 00	83,786 44
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	246,700 00	19,630 22
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$4,321,200 26	\$237,945 04
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$76,777 50	
Legal tender notes, 1862-63....	382,000,000 00	
Certificates of deposit.....	56,050,000 00	
Fractional currency, 1862-3-4..	46,538,649 73	
Coin certificates, 1863.....	33,179,500 00	
Unclaimed interest.....		29,824 84
Aggregate of debt bearing no interest.....	\$517,844,927 23	\$29,824 84

### RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,213,967,900 00	
Bonds at 5 per cent.....	510,279,000 00	
	\$1,724,246,900 00	\$32,914,483 98
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$14,678,000 00	181,880 00
Debt on which interest has ceased since maturity.....	4,321,200 26	237,945 04
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$382,076,777 50	
Certificates of deposit.....	56,050,000 00	
Fractional currency.....	46,538,649 73	
Coin Certificates.....	33,179,500 00	
	\$517,844,927 23	
Unclaimed interest.....		29,824 84
	\$2,261,091,027 49	\$33,364,093 86
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,294,455,121 35
AMOUNT IN TREASURY.		
Coin.....	\$81,958,979 89	
Currency.....	11,177,708 66	
Special deposit held for redemption of certificates of deposit as provided by law...	56,050,000 00	
	\$149,186,688 25	
Debt, less amount in Treasury, June 1, 1874.....	\$2,145,268,438 10	
Debt, less amount in Treasury, on the 1st ult.	2,149,725,277 02	
Decrease of debt during the past month.....	\$4,456,838 92	
Increase of debt since June 30, 1873.....	2,550,275 47	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	686,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,587 80
Interest paid by United States, \$22,386,601 62; interest repaid by transportation of mails, &c., \$5,095,450 06; balance of interest paid by United States, \$17,291,241 56.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 30, 1874.

WILLIAM A. RICHARDSON,  
Secretary of the Treasury.

Mr. Franklin B. Gowan, President of the Philadelphia and Reading Railroad Company, sailed for Europe in the "Oceanic," on the 30th ult. He purposes to be absent about three months. Mr. Robert B. Cabeen has been elected President pro tem, and will act as president during Mr. Gowan's absence. Until his return all communications and reports such as have heretofore been sent to the president (other than those relating to the transportation department) will be sent to Mr. J. W. Jones, first vice-president, and those relating to the transportation department, both railroad and canal, will be addressed to Mr. G. A. Nicolls, second vice-president.

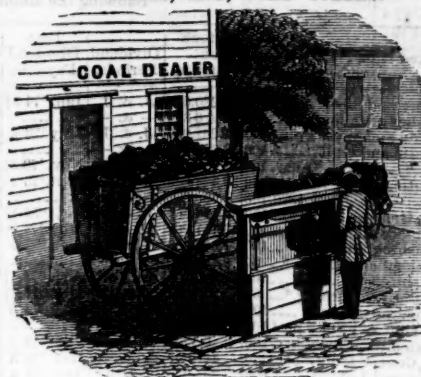
### ENVELOPES.

**SAMUEL RAYNOR & CO.**  
115 & 117 William Street, N Y.

Manufacture every style of Envelope, from the smallest drug size to the largest Official Size, and of any pattern, shape, or quality, including White or Blue Cloth Lined, Parchment and Manilla paper. Railroads, Express Companies, Banks, Insurance Companies, Brokers, Merchants and others supplied with every style that may be wanted. Samples given when requested.

### FAIRBANKS' SCALES

R. R. TRACK, HAY, COAL SCALES.



### SCALES

For Rolling Mills, Furnaces, Foundries, Miners' Use.

### SCALES

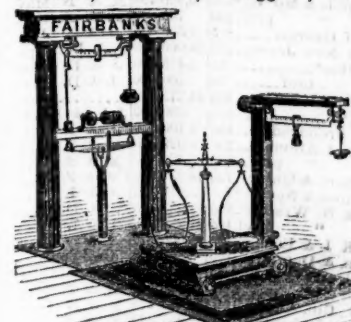
For Stores, Mills and Wharves.

### SCALES

For Elevators and Grain Warehouses

### SCALES

For Farmers, Butchers, Druggists, &c., &c.



### TRUCKS.

Miles' Alarm Cash Drawers, &c.

BUY ONLY THE GENUINE

### FAIRBANKS' STANDARD SCALES.

MANUFACTURERS,

**E. & T. Fairbanks & Co.,**  
ST. JOHNSBURY, VT.

### Principal Scale Warehouses.

FAIRBANKS & CO., 311 Broadway, New York.  
FAIRBANKS & CO., 166 Baltimore St., Baltimore, Md.  
FAIRBANKS & CO., 53 Camp Street, New Orleans.  
FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.  
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.  
FAIRBANKS & CO., 403 St. Paul Street, Montreal.  
FAIRBANKS & CO., 34 King William St., London, Eng.  
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.  
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.  
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chicago.  
FAIRBANKS, MORSE & CO., 139 Walnut St., Cin., O.  
FAIRBANKS, MORSE & CO., 182 Superior St., Cleveland, O.  
FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburgh.  
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.  
FAIRBANKS & CO., 302 & 304 Washington Av. St. Louis.  
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

### RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

**PERKINS, LIVINGSTON, POST & Co.,**  
59 Liberty Street,  
NEW YORK.

THE ILLINOIS CENTRAL RAILROAD COMPANY offers par and a premium of one per cent. (101 per cent.), with accrued interest, for any of its construction mortgage bonds presented for prepayment prior to July 1, 1874, at its office in New York.

The outstanding balance of its Construction Mortgage Debt is about \$3,000,000. These Bonds mature April 1, 1876.  
L. V. F. RANDOLPH,  
Assistant Treasurer.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	\$3,280,000	J. & J.	Jan. '74 84	Long Island.....50	3,000,000	M. & H.	May '73 10a	Vermont and Mass.....100	\$1,880,000	A. & O.	Apr. '74 1
Allegheny Valley.....50	2,226,350	J. & J.	July '73 4	Louisv., Cin. and Lex.....50	1,623,483	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '73 34
Atlanta and West Point.....100	1,232,200	J. & J.	July '73 4	..... pref.100	848,700	J. & J.	Jan. '74 44	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,693,200	M. & N.	Nov. '73 34	Louisville & Nashville.....100	9,890,600	F. & A.	Feb. '74 4	West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law*.....100	39,494,900	M. & N.	Sept. '73 2	Louisv., N. Alb. & Chi.....100	3,000,000	F. & D.	Dec. '70 3	Winchester & Potomac*.....100	180,000	J. & J.	Jan. '74 3
..... new 1870.....100	1,500,000	A. & O.	Oct. '72 14	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '74 3	Winchester & Strasburg*.....100	600,000	J. & J.	Jan. '74 34
Avon, Genesee & Mt. M.*.....100	194,250	A. & O.	Oct. '72 14	Lykens Valley.....20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua.....75	1,400,555	J. & J.	Jan. '74 34
Baltimore and Ohio.....100	13,151,962	M. & N.	May '74 5	Macon and Western.....100	2,500,000	J. & J.	July '73 5				
Washington Br. pref.....50	6,680,685	A. & O.	Apr. '74 5	Maine Central.....100	3,400,500	M. & N.	May '74 5				
Parkersburg Br. pref.....50	900,000	J.A.J.O.	Apr. '74 11	Manchester and Lowell.....100	1,000,000	M. & N.	May '74 5				
Berkshire.....100	250,000	J. & D.	Dec. '72 24	Marietta & Cincinnati.....50	1,372,891	M. & S.	Sep. '68 3a				
Blossburg & Corning*.....50	10,664,100	M. & N.	May '74 5	..... 1st pref.50	6,130,719	F. & A.	Sep. '68 3a				
Boston and Albany.....100	693,200	J. & D.	June '74 3	..... 2d pref.50	4,460,368	M. & S.	Feb. '74 3				
Bos., Cin. & Fitch pref.....100	600,000	J. & D.	June '74 3	Massachusetts.....100	400,000	F. & A.	Jan. '69 3				
Agricultural Br. guar.....100	800,000	M. & N.	May '74 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '74 3				
Boz., Oone, & Mont.* pref.....100	2,852,900	J. & J.	Jan. '74 4	Michigan Central.....100	18,728,204	J. & J.	Jan. '74 3				
Boston and Lowell.....500	6,516,807	M. & N.	May '74 5	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '74 5				
Boston and Maine.....100	8,950,600	M. & N.	May '74 5	Milwaukee and St. Paul.....100	13,398,550	J. & J.	Dec. '70 18				
Boston and Providence.....100	960,000	F. & A.	Feb. '74 5	..... pref.100	10,825,777	F. & A.	Feb. '74 34b				
Buffalo, N. Y. and Erie*.....100	5,639,000	M. & S.	Mar. '74 5	M. Hill & Behul, Hav.* 50	3,856,450	J. & J.	Jan. '74 34				
Burlington and Mo. Riv.....100	1,485,900	M. & S.	Mar. '74 5	Morris and Essex*.....50	14,908,100	J. & J.	Jan. '74 34				
..... pref.100	5,847,800	J.A.J.O.	Apr. '74 24	Nashua and Lowell.....100	800,000	M. & N.	May '74 5				
Camden and Amboy*.....100	379,020	J. & J.	Jan. '74 34	Naugatuck.....100	1,881,900	F. & A.	Feb. '74 5				
Camden and Atlantic.....50	752,700	J. & J.	Jan. '74 34	Nesquehoning Valley*.....50	1,000,000	M. & S.	Mar. '74 5				
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 424	Newark and N. York*.....100	977,400	M. & N.	May '74 5				
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 0	N. Bedford.....100	1,010,100	M. & N.	May '74 5				
Catawauqua & Fogelsv.....50	429,900	J. & D.	Nov. '73 0	N. Castle & Beaver Val* 50	1,600,000	J.A.J.O.	Apr. '74 24				
Catawissa.....50	1,189,500	M. & N.	May '74 34	N. Haven & Northamp.....100	605,000	J.A.J.O.	Sep. '72 3				
..... pref.50	2,200,000	M. & N.	May '74 34	New Jersey*.....100	7,295,200	J.A.J.O.	Apr. '74 24				
Cayuga and Susq*.....50	589,110	J. & J.	Jan. '74 4	New London Northern*100	1,418,800	J. & J.	Jan. '74 4				
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '74 34	N.Y. Cen. & Hudson R.....100	89,428,330	A. & O.	Apr. '74 4				
..... pref.100	769,600	F. & A.	Feb. '74 34	New York and Harlem.....100	8,600,000	J. & J.	Jan. '74 4				
Central of Georgia.....100	4,668,800	J. & J.	July '73 5	N. Y., N. H. & Harf.....100	15,500,000	J. & J.	July '74 6				
Central of New Jersey.....100	20,000,000	J.A.J.O.	Apr. '74 24	N. Y., Provid. & Boston.....100	2,000,000	J.A.J.O.	Apr. '74 24				
Central Ohio.....50	2,425,000	J. & D.	June '74 3	Nig. Bridge & Canand*100	1,000,000	J. & J.	Jan. '74 3				
..... pref.50	400,000	J. & D.	June '74 3	North Carolina*.....100	4,000,000	irregular.	Jan. '73 5				
Central Pacific.....100	54,275,500	J.A.J.O.	Oct. '72 14	N. Eastern (N.C.) pref.100	111,000	M. & N.	May '67 4				
Chemung*.....100	380,000	J. & J.	Jan. '74 34	North Pennsylvania.....50	3,473,500	January.	Jan. '74 5a				
Cheshire, preferred.....100	2,100,000	M. & S.	Mar. '74 5	Northern Central.....50	5,842,000	M. & N.	Nov. '72 3				
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '74 5	Northern N. Hampsh.....100	3,068,400	J. & D.	June '74 4				
..... pref.100	2,425,400	M. & S.	Mar. '74 5	Northern New Jersey*.....100	1,000,000	J. & J.	Jan. '74 4				
Chicago, Burl. & Quincy.....100	19,897,000	M. & S.	Mar. '74 5	Norwich & Worcester*.....100	2,823,400	J. & J.	Jan. '74 5				
Chicago, Iowa & Nebr.*.....100	3,916,300	J. & J.	Jan. '74 4	Ogdensb. & L. Champl*.....100	3,077,800	J. & J.	Jan. '74 3				
Chicago & N. Western.....100	15,033,480	J. & J.	Dec. '73 24	..... pref.100	2,000,000	A. & O.	Apr. '74 4				
..... pref.100	21,259,663	J. & J.	July '73 34	Ohio and Mississippi.....100	19,995,847	J.A.J.O.	Dec. '72 34a				
Chicago, R. I. & Pacific.....100	19,000,000	A. & O.	Apr. '74 4	..... pref.100	4,024,474	J. & D.	Dec. '72 34a				
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apr. '74 4	Oil Cr. & Allegheny R.....50	4,259,450	J.A.J.O.	Jan. '74 3				
Cin., Sand. and Cleve*.....50	2,980,550	M. & N.	Apr. '72 10a	Old Colony & Newport.....100	6,297,960	F. & A.	Jan. '74 5a				
..... pref.50	429,046	M. & N.	Apr. '72 10a	Oswego and Syracuse*.....100	482,400	F. & A.	Feb. '74 4				
Clev., Col., Cin. & Ind.....100	14,991,275	F. & A.	Aug. '72 34	Pacific of Missouri.....100	3,635,750	J.A.J.O.	Apr. '74 1				
Cleveland & Mahoning*.....50	2,087,569	M. & N.	May '74 34	Panama.....100	7,000,000	J.A.J.O.	Apr. '74 3				
Cleveland & Mass.*.....50	11,236,150	F.M.A.N.	May '74 11	Paterson and Hudson*.....100	630,000	J. & J.	Jan. '74 4a				
Cleveland & Ind. Cen.*.....100	13,000,000	M. & S.	Mar. '74 2	Paterson and Newark*.....100	500,000	J. & J.	Jan. '74 4a				
Col., Chic. & Ind. Cen.*.....100	1,786,800	M.J.S.D.	Mar. '74 2	Paterson and Ramapo*.....100	248,000	J. & J.	Jan. '74 4				
Columbus and Xenia*.....100	2,500,000	F. & A.	Feb. '74 5	Pember & Hightstown*.....50	342,150	J. & J.	Jan. '74 3				
Colum. & Hocking Val.....100	1,500,000	M. & N.	May '74 5	Pennsylvania.....100	72,000,000	F. & A.	May '74 5				
Concord and Ports*.....100	380,000	J. & J.	Jan. '74 34	Peoria & Bureau Val.*.....100	1,200,000	M. & N.	Feb. '74 4				
Concord & Passan p Riv.....100	2,100,000	F. & A.	Jan. '74 3	Philadelphia and Erie*.....50	6,004,300	J. & J.	Jan. '74 4				
Connecticut River.....100	1,950,000	J. & J.	Jan. '74 5	..... pref.50	2,400,000	J. & J.	Jan. '74 4				
Cumberland and Valley.....50	1,494,250	A. & O.	Apr. '74 5	Phil. Ger. & Norristown* 50	1,626,250	M.J.S.D.	Jan. '74 3				
Danbury and Newwale.....50	600,000	M. & N.	Nov. '73 5	Philadelphia & Reading.....100	32,684,378	J.A.J.O.	Apr. '74 24				
Delaware*.....100	1,230,941	J. & J.	Jan. '74 3	..... pref.50	1,551,500	J.A.J.O.	Apr. '74 24				
Del., Lackaw. & Westn.....100	18,988,850	J.A.J.O.	Jan. '74 24	Phila. and Trenton*.....100	1,259,100	J.A.J.O.	Apr. '74 24				
Detroit & Milwaukee*.....50	822,140	J. & J.	Dec. '69 7	Phila., Wil. & Balt.....100	11,485,750	J. & J.	Jan. '74 4				
..... pref.50	2,095,000	J. & J.	Dec. '69 7	Phila., W. F. & Chi*.....100	19,714,285	J.A.J.O.	Apr. '74 13				
Dubuque & Sioux City*100	5,000,000	A. & O.	Apr. '74 3	..... Special Imp.100	2,000,000	J.A.J.O.	Apr. '74 13				
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '74 3	Pittsfield & N. Adams.....100	450,000	J.A.J.O.	Jan. '74 3				
East Mahanoy.....100	392,950	J. & J.	Jan. '74 3	Portland and Kennebec.....100	610,700	J. & J.	Jan. '74 3				
Eastern (Mass.).....100	4,262,600	J. & J.	July '72 3	Yarmouth certificates.....100	202,400	A. & O.	Jan. '74 3				
Eastern (N. H.).....100	492,500	J. & J.	July '72 3	Portl., Saco & Portam.....100	1,500,000	J. & J.	Jan. '74 5				
Elmira, Def. & Canand*.....100	800,000	F. & A.	Feb. '74 24	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '74 6				
Elmira & Williamsport*.....50	500,000	M. & N.	May '74 24	Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6				
..... pref.50	500,000	J. & J.	Jan. '74 34	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '74 4				
Erie Railway.....100	78,000,000	J. & J.	Oct. '73 1	Roch. & Genesee Val.*110	557,500	J. & J.	Jan. '74 4				
..... pref.100	8,839,910	M.J.S.D.	Oct. '73 34	Rome, Watert. and Ogd.L. 100	2,998,900	J. & J.	Jan. '74 34				
Erie and Pittsburgh*.....50	1,090,250	J. & J.	Jan. '74 4	Rutland*.....100	2,700,000	F. & A.	Jan. '74 34				
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4	..... pref.100	4,300,000	F. & A.	Feb. '74 34				
Georgia.....100	4,156,000	J. & J.	Apr. '74 4	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2				
Grand River Val.* guar.....100	1,000,000	J. & J.	Apr. '74 4	St. L., Alt. & T. Haute.....100	2,300,000	J. & J.	July '74 3				
Grand Trunk, (Ca.).....100	14,367,946	F. & A.	Aug. '70 34	..... pref.100	2,040,000	July.	Feb. '74 3				
Great Western, (Ca.).....100	19,237,404	A. & O.	Apr. '74 11	St. Louis and Iron Mt.....100	10,000,000	F. & A.	Feb. '74 3				
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 34	St. L., Kan. C. & North.....100	12,000,000	.....	.....				
..... pref.100	5,078,224	Annual	Aug. '70 7	..... pref.100	12,000,000	.....	.....				
Hanover Branch, (Pa.).....50	116,850	M. & N.	May '74 5	Saratoga and Schenec*.....100	300,000	A. & O.	Apr. '74 34				
Harlem Extension.....100	4,000,000	J. & J.	Jan. '74 34	Schenyikill Valley*.....50	760,050	J. & J.	Jan. '74 24				
Harrisburg & Lancaster*.....50	1,182,500	J. & J.	Jan. '74 34	Seaboard and Roanoke.....100	1,151,400	M. & N.	Nov. '70				
Harrisburg, pref.....100	1,180,000	J. & J.	Jan. '74 4	Shanokin V. & Pottsv*.....50	869,450	F. & A.	Feb. '74 3				
Huntingdon & P'd Top.....50	880,000	J. & J.	Jan. '74 4	Shore Line*.....100	995,500	J. & J.	Jan. '74 34				
..... pref.50	450,750	J. & J.	July '68 34	South Branch (N. J.).....100	458,300	F. & A.	Feb. '72 1				
Indiana Central.....100	25,289,510	F. & A.	Feb. '74 4	South Carolina.....100	5,819,275	F. & A.	Feb. '73 4				
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '74 4	South Western, (Ga.)*.....100	3,929,900	F. & A.	Feb. '73 4				
Iowa Falls & Sioux City* 50	1,182,500	J. & J.	Jan. '74 3	Staten Island.....100	660,000	J. & J.	July '67 4				
Jefferson, Mad. & Ind.....100	2,000,000	J. & J.	Jan. '66 5	Stockbridge and Pitts*.....100	445,700	J. & J.	Jan. '74 34				
Joliet and Chicago*.....100	1,500,000	J.A.J.O.	Apr. '74 11	Stony Brook*.....100	287,300	M. & N.	May '72 3				
Joliet and North Indiana*.....100	300,000	J. & J.	Jan. '74 4	Summit Branch*.....50	2,502,250	F. & A.	Feb. '74 3				
Lake Shore & Mich. So.....100	49,460,500	F. & A.	Aug. '73 4	Sussex (N. J.).....100	317,875	J. & J.	Jan. '72 24				
..... (guar.).....100	633,500	F. & A.	Feb. '74 5	Syr., Bingham. & N.Y.*100	1,670,139	J. & J.	Dec. '72 3				
Lawrence*.....100	260,200	J. & J.	Jan. '72 3	Tannton Branch.....100	500,000	J. & J.					



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Interest. Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Interest. Payable.	PAY- ABLE.	Market Price.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
<b>National Securities June 1, 1874.</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	....	Massachusetts—(\$30,712,882):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Loan of February 8, 1861.....registered	13,678,000	5	" " "	1874	....	.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of July 17, and Aug. 5, 1861.....registered	4,647,000	6	Jan. & July.	1880	117	.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Oregon War Bonds of March 2, 1861.....coupon	946,000	6	" " "	1880	121½	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of July 17, and Aug. 5, 1861.....registered	125,786,400	6	Jan. & July.	1881	117	.. Union Fund Loan, 1862.....	600,000	5	" " "	'77-'78	94½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of Feb. 25, 1862 (5-20s).....registered	63,534,950	6	" " "	1881	121½	.. Coast Defense Loan, 1863.....	888,000	5	" " "	1883	91½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of Feb. 25, 1862 (5-20s).....coupon	16,598,300	6	May & Nov.	1882	115½	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of March 3, 1862.....registered	53,630,100	6	" " "	1882	115½	.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" " "	1894	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of March 3, 1862.....coupon	21,360,900	6	Jan. & July.	1881	117	.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of March 3, 1864 (5-20s).....registered	946,600	6	" " "	1881	121½	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	100½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of June 30, 1864 (5-20s).....registered	25,010,950	6	May & Nov.	1884	116½	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	" " "	'90-'93	92½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of June 30, 1864 (5-20s).....coupon	33,035,250	6	" " "	1884	117½	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Loan of March 3, 1865 (5-20s).....registered	33,789,750	6	May & Nov.	1885	116½	Michigan—(\$2,332,293):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
.. (5-20s).....coupon	118,744,600	6	" " "	1885	118½	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. 2d series (5-20s).....registered	56,874,900	6	Jan. & July.	1885	116½	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	" " "	1873	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. (5-20s).....coupon	145,758,200	6	" " "	1885	120½	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	" " "	1878	97																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. 3d series (5-20s).....registered	87,809,550	6	Jan. & July.	1887	116½	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	" " "	1883	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. (5-20s).....coupon	222,844,850	6	" " "	1887	120½	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	91																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. 4th series (5-20s).....registered	13,916,500	6	Jan. & July.	1888	116½	.. Bounty (War) Bonds, 1865.....	100,000	6	Jan. & July.	1878	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. (5-20s).....coupon	23,557,500	6	" " "	1888	120½	Minnesota—(\$350,000):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Loan of March 3, 1864, (10-40s).....registered	141,116,000	5	Mar. & Sept.	1904	114½	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
.. (10-40s).....coupon	53,451,300	5	" " "	1904	114½	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Consols of July 14, '70 & Jan. 20, '71.....registered	177,659,150	5	F. M. A. & N.	1881	115½	.. Railroad Bonds (suspended) 1858.....	2,276,000	7	June & Dec.	1883	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Consols .. .. .. registered	137,792,550	4½	F. M. A. & N.	1886	....	Missouri—(\$17,669,000):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Consols .. .. .. coupon	.....	4	" " "	1886	....	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	97																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....	.. Railroad Loans Bonds, 1864-'66.....	1,589,000	6	" " "	'87-'88	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	14,000,000	3	" " "	1901	....	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	" " "	'74-'90	98½																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Navy Pension Fund of July 23, 1868.....(cur.)	678,000	4	" " "	1886	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	" " "	'76-'91	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Certificates of Indebtedness 1870.....(cur.)	678,000	4	" " "	1886	....	Nevada—(\$660,000):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	1895	117½	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
U. S. Notes and Fractional Currency.....	428,615,427	ntd.	" " "	1901	....	New Hampshire—(\$2,405,400):																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
<b>State Securities, latest dates.</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							</

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Adirondack:</b>							<b>Brunswick and Albany:</b>						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Gatax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
<b>Alabama Central:</b>							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	<b>Buffalo, Bradford and Pittsburg:</b>						
<b>Alabama and Chattanooga:</b>							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
<b>Alabama and Georgia:</b>							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88 1/2
<b>Albany and Susquehanna:</b>							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	104	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	99 1/2	<b>Burlington, Cedar Rapids &amp; Minn.:</b>						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or stg skg p.d.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	50
<b>Albany Loan</b>	1,000,000	6	" "	Albany.	1895	....	<b>Burlington and Missouri River:</b>						
<b>Alexandria and Fredericksburg:</b>							Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	99 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	98 1/2
<b>Allegheny Valley:</b>							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	77	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penna.....	3,500,000	5	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
<b>Androscooggin:</b>							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	<b>Burlington &amp; Mo. Riv. in Neb.:</b>						
<b>Arkansas Central (narrow gauge):</b>							1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	99 1/2
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	<b>Burlington and Southwestern:</b>						
<b>Atchafalpa and Nebraska:</b>							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	<b>Cairo and Fulton (Arkansas):</b>						
<b>Atchafalpa, Topeka and Santa Fe:</b>							1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	....	<b>Cairo and St. Louis (3 ft. gauge):</b>						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
<b>Atlanta and Richmond Air Line:</b>							<b>Cairo and Vincennes:</b>						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
<b>Atlantic and Great Western:</b>							<b>California Pacific:</b>						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	<b>Camden and Atlantic:</b>						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	Camden.	1879	96
<b>Atlantic and Gulf:</b>							<b>Camden and Burlington County:</b>						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	385,000	6	Feb. & Aug.	Philadelphia.	1900	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	<b>Canada, Michigan and Chicago:</b>						
1st Mortgage (S. Ga. & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000..	....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	<b>Canada Southern:</b>						
<b>Atlantic and Lake Erie:</b>							1st Mort (skg fdg) for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	54 1/2
1st Mort. (gold) for \$5,000,000..	....	7*	Jan. & July.	New York.	1901	....	<b>Carthage &amp; Burlington (C. B. &amp; Q.):</b>						
<b>Atlantic, Miss. and Ohio (428 m.):</b>							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000..	....	7	Jan. & July.	New York.	1901	....	<b>Catawissa:</b>						
<b>Atlantic and North Carolina:</b>							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	101 1/2
<b>Atlantic and Pacific:</b>							<b>Chattel Mortgage (new):</b>						
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	188,550	6	" "	" "	'90-'89	61	
1st Mort. (So. Pac. R. R. gold b'ds)	7,250,000	6*	" "	" "	1888	....	<b>Cazenovia and Canastota:</b>						
<b>Atlantic and St. Lawrence:</b>							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (sterling) of 1853..	484,000	6*	May & Nov.	London.	1878	....	<b>Cedar Falls and Minnesota:</b>						
2d Mortgage (sterling) of 1864..	1,499,968	6*	April & Oct.	" "	1884	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
3d Mortgage (sterling) of 1871..	712,952	6*	May & Nov.	" "	1891	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	80
<b>Bald Eagle Valley:</b>							<b>Cedar Rapids &amp; Mo. Riv. (C. &amp; N. W.):</b>						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
<b>Baltimore and Ohio:</b>							1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	53 1/2
Loan of 1855-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	100 1/2	<b>Central Branch Union Pacific:</b>						
Loan of 1860-'80.....	579,500	6	" "	" "	1880	101 1/2	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1883-'85.....	1,710,000	6	April & Oct.	" "	1885	101 1/2	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1885-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	" "	1890	....	<b>Central of Georgia:</b>						
Loan of 1870-'95 (atg.) skg fund.	3,920,320	6	March & Sept.	London.	1893	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1872-1902 (atg.) S. F.	9,493,016	6	" "	" "	1902	....	<b>Central of Iowa:</b>						
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	46
<b>Baltimore and Potomac:</b>							2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	<b>Central of New Jersey:</b>						
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	" "	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	120
<b>Bangor and Piscataquis:</b>							Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	100 1/2
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	<b>New Mortgage for \$5,000,000..</b>	5,000,000	7	Feb. & Aug.	" "	1890	100 1/2
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	<b>Loan of Leb. C. &amp; Nav. Co. (ass'd)</b>	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
<b>Bay City and East Saginaw:</b>							<b>Central Ohio (B. &amp; O.):</b>						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	91
<b>Bedford and Bridgeport:</b>							<b>Central Pacific of California:</b>						
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mortgage, 20 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	92 1/2
<b>Belfast and Moosehead Lake:</b>							Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	<b>State Aid B'ds (Int. by State) gold</b>	1,500,000	7*	" "	" "	1885	102 1/2
<b>Belleville and Southern Illinois:</b>							1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97	1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
<b>Beloit and Madison (C. &amp; N. W.):</b>							1st Mort. (S. Fr. Okld & Ala.)..	500,000	8*	" "	San Francisco	1890	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
<b>Belvidere Delaware:</b>							<b>Land bonds (Cen. Pac. Co.) gold</b>	9,153,000	6*	" "	" "	1890	....
1st Mortgage (guar. by C. & D.)	1,000,000	6	June & Dec.	New York.	1877	95	<b>Charleston and Savannah:</b>						
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	83	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	83	<b>Funded Interest on 1st Mort....</b>	157,400	7	" "	" "	1889	....
<b>Blue Ridge (S. Car.):</b>							<b>Charlotte, Columbia &amp; Augusta:</b>						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
<b>Boston and Albany:</b>							<b>Charters:</b>						
Currency bonds of Feb. 1, 1872.	3,												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877	87 70
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	714
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76 1/2
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106 1/2	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	80 1/2
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97	Cincinnati and Springfield:						
1st Mort. (St. L.J. & C.) assumed	504,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,502,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99 1/2
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C. C. and C. R. R.)..	272,000	7	June & Dec.	" "	1873	84
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	97 1/2	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1870	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	98 1/2	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	98	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	900,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburgh (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	95
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	" "	1900	97 1/2
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	82 1/2
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	10
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	103	Columbus and Xenia:						
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	96	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	102	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 70,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26m & 70,000 ac.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par.....	594,000	7	" "	" "	1876	97
Equipment (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	102 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	99	1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line ( " ).....	129,500	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N. W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	86	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,634,000	7*	June & Dec.	" "	1902	79 1/2	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold...	3,150,000	7*	May & Nov.	" "	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,234.	58
1st Mort. (Menominee Ext.) gold...	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. ( " ) guar.....	9,500	7	June & Dec.	" "	1868	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	94 1/2	Cumberland & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	2d Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	39	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk.						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southern (C.B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	58
1st Mortgage for \$10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mortgage skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	106	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwestern (C. R.I. & Pac.):							2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'04	....
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	Dayton and Union:						
Chicago and Superior:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	" "	1902	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Chillicothe & Brunswick:													

# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Kel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	---	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79 1/2	1st Mortgage gold.....	250,000	6 1/2	April & Oct.	Baltimore.	1900	---
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	---	Galea & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102 1/2
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	99
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	---
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	---	Mississippi Bridge.....	200,000	7	"	"	1884	---
2d Mortgage ( " ).....	1,000,000	8	"	"	1875	---	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	---	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	---
2d Funded Coup. ( " ).....	375,734	7	"	"	1875	---	Gilman, Clinton & Springfield:						
Old & Ottawa R. R. stg. bonds.	150,867	6 1/2	May & Nov.	London.	1873	---	1st Mortgage gold.....	2,000,000	7 1/2	March & Sept.	N.Y. & Lond.	1900	---
Det. & Pontiac R. R. bonds....	250,000	7	"	New York.	1878	---	2d Mortgage gold.....	1,000,000	8 1/2	Jan. & July.	"	1892	---
Det. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	"	1886	---	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	---
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	99	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7 1/2	Jan. & July.	New York.	1899	---
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7 1/2	April & Oct.	"	1899	---
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	---	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	---
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	---	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	96 1/2
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7 1/2	June & Dec.	New York.	1900	---	Equipment Bonds £500,000.....	2,500,000	6 1/2	April & Oct.	London.	---	---
Dutchess and Columbia:							Equipment Bonds No. 2 £270,500	1,350,000	6 1/2	"	"	---	---
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	---	Postal & Military b'ds £1,200,000	6,000,000	6 1/2	Feb. & Aug.	"	---	---
East Alabama and Cincinnati:							1st Preference Bonds £2,838,385.	14,191,675	5 1/2	Jan. & July.	"	---	---
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	---	2d Preference Bonds £1,685,765	8,428,225	4 1/2	"	"	---	---
East Brandywine & Waynesburg:							Provincial Debenture's £3,111,500	15,557,500	.....	"	Ottawa.	---	---
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	---	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	---	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	---
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds....	1,384,117	4	"	"	'72-'73	---
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101 1/2	Common ( " ) Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	---
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	2,602,067	5 1/2	April & Oct.	"	'77-'78	---
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'80	---	Common ( " ) Bonds.....	4,867	5	"	"	1881	---
East Tenn. & Vir. (E.T.V. & Ga.):							Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	---
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	---	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	60
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	90	1st Mortgage not guaranteed....	370,769	7	"	"	'81-'86	---
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	383,000	6 1/2	Jan. & July.	London.	1872	---	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	---
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Gen. R.R.) assumed....	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	---
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	---	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	---
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	93 1/2	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	82
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	---	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	---
2d Mortgage.....	180,000	6	April & Oct.	"	1888	---	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	'71-'77	95
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	---	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	---
Elmira and Williamsport (N.Cen.):							Six years' Mortgage bonds (22m)	50,000	10	"	"	1872	---
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100	Five years' notes (277 m.).....	139,309	8	Various	"	1874	---
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	79 1/2
Erie Railway:							1st Mort. (G. & Palm R.R. 15 m)	600,000	8	Feb. & Aug.	"	1892	---
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	103	1st Mort. (R. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	99 1/2
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	98	General Land Mortgage (277 m)	1,134,100	7	April & Oct.	"	1888	---
3d Mortgage.....	4,582,000	7	"	"	1883	97	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	---
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	96 1/2	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	94	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	---
Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	---	Harrisburg & Lancaster:						
Stirling Loan (£1,000,000) conv.	4,437,470	6 1/2	March & Sept.	London.	1875	---	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	102
Consol. Mort. for \$30,000,000, g'd	12,076,000	7 1/2	"	NY & London.	1920	---	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	1920	---	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	---
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	---	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	---
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	---
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	---	Holyoke and Westfield:						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	---	1st Mortgage, guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	---
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	---	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	---
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	---	Housatonic:						
European & N. American (Me.):							1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	---
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	---	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	---
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	"	1899	87	3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	---
Evansville and Crawfordsville:							Houston and Texas Central:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	---	1st Mortgage L.G. skg fund, gold.	6,520,000	7 1/2	Jan. & July.	New York.	1891	---
1st Mortgage ".....	160,000	7	March & Sept.	"	1889	---	Hudson River (N.Y. Cen. & H.R.):						
1st Mort. (Rockville Extension).	160,000	7	Feb. & Aug.	"	1881	---	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	---
Evansville, Henderson & Nashv.:							2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	105 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	---	3d Mortgage.....	180,000	7	May & Nov.	"	1875	104
Evansville, Terre Haute & Chi.:							Hudson Connecting (NY & OMid):						
1st Mortgage, gold.....	750,000	7 1/2	May & Nov.	New York.	1900	---	1st Mortgage gold.....	400,000	7 1/2	May & Nov.	New York.	1902	---
Fall River, Warren & Providence:							Huntingdon and Broad Top Mt.:						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	---	1st Mortgage gold.....	416,000	7 1/2	April & Oct.	Philadelphia.	1890	103 1/2
Flint and Pere Marquette:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	96
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	---	3d Mortgage (Consolid						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,539,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,000,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870....	4,250,000	7	J. A. J. & O.	"	1890	97
1st Mortgage ( " ) of 1869	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,209,000	7	Jan. & July.	"	1890	97
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	5,205,000	7	April & Oct.	"	1882	....
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	"	"	1899	98
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....		7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	100
2d Mortgage.....	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '61 " "	1,000,000	7	April & Oct.	"	1892	99
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skf Fund July 1, 1855 C. & Tol.	1,695,000	7	Jan. & July.	"	1885	103
Iowa Eastern:							Mort. April 1, 1866 " "	860,000	7	April & Oct.	"	1886	17
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	102
Iowa Falls & Sioux City (Ill. Cen.)							2d Mort. Oct 31, 1857 " "	2,692,000	7	"	"	1877	100
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	81	Mort. Nov. 1, 1855 Buff. & Erie.		7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 " "	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	91	Mort. Sept. 1, 1868 " "	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1863 " "	3,000,000	7	April & Oct.	"	1898	97
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1854 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	99
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	90
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1888	99	1st M. July 1, '68 (K. & A. L. & Gr. R.)	840,000	8	"	"	1888	96
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	483,000	7	"	"	1889	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	98	2d Mort. Jun. 1, 1869 " "	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chl.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad lphia	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	55
2d Mort. ( " ).....	84,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	..	1st Mortgage (old loan).....		6	May & Nov.	Philadelphia	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,540,000	6	June & Dec.	"	1898	99
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	105
2d Mortgage (Jeffersonville & R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	108	Little Miami:						
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Junction (Cin. & Indianapolis):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Little Rock and Fort Smith:						
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bos.	1900	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
Junction, Philadelphia:							Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	90	Logansport, Crawf. & S'wstn Ind.:						
Junction and Breakwater:							1st Mortgage gold.....	1,500,000	8	F. M. & A. N.	New York.	1900	99
1st Mort. guar. by Delaware.....	400,000	Jan. & July.	New York.	1890	....		Long Br. and Sea Shore (N.J. So.):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	95	Long Dock (Erie):						
Kalamazoo and Schoolcraft:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	99
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	Long Island:						
Kalamazoo, & S. Haven (M. Cen.):	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	90
Kalamazoo & White Pigeon:							1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	"	1890	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....
Kan. City, St. Jo. & Coun. Bluffs:							General Mortgage.....	775,000	7	"	"	1899	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	Louisville & Miss. Riv. (Ch. & Al):						
2d Mort. ( " ).....	150,000	10	"	"	1878	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (St. Jo. & CB, 78 m.) v. t. fr.	1,400,000	8	March & Sept.	"	1892	....	Louisville, Cincin. and Lexington:						
2d Mort. ( " ).....	639,500	8	June & Dec.	"	1874	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	2d Mortgage for \$1,000,000	345,000	8	April & Oc.	"	1900	....
1st Mort. ( " ) gold	1,000,000	7	"	"	1893	....	Louisville and Nashville:						
Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	"	1892	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
Kansas City & Santa Fe (L.L. & G.):							1st Mortgage (Memph. Br. 46.37m.)	139,000	7	May & Nov.	"	'72-'75	....
1st Mortgage guar. by Lessees..	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'86	....
Kansas Pacific:							Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	88
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	60	Louisv. N. Al. & St. Lo. Air-Line:						
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6	June & Dec.	"	1896	90	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
1st M. (3d Div. 244.66m. & 3,000,000m)	6,455,000	7	May & Nov.	N. Y. & L. & F.	1899	....	Macon and Augusta:						
1st Mortgage (1,000,000 acres).....	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage (2,000,000 acres) gld	1,821,000	7	Jan. & July.	N. Y. & L. & F.	1886	....	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	"	1896	....	Macon and Brunswick:						
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
3d Mortgage (Income).....	4,275,250	7	March & Sept.	"	1916	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
Kent County (Del.):							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
Kentucky Central:							Maine Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
3d Mortgage (Kent. Cen.) 1865..	237,000	7	June & Dec.	"	1885	....	\$1,100,000 Loan, tax free.....	746,300	7	Jan. & July.	"	1898	94
Keok. Iowa C. & Minn. (T.W. & W.):							Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1875	....
1st Mort. gold conv. traffic guar.	20,000pm												

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,516,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N.ash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	New H., Middle'n & Williman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	108	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	95	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	104	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible .....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	94	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey See United Company's						
2d Mort. ( " ) guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	..
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free .....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	36
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)...	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,067	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	10	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	78	1st Mortgage 1866.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	106	N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	92	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....		8	"	N.Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$15,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	92
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. ( " )	76,000	6	May & Nov.	"	1883	89
Minneapolis & Duluth (L.S. & M.)							Bonds for I. R. - stocks ( " )	592,000	6	"	"	1883	88
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	88
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1864 renewed ( " )	2,900,000	6	June & Dec.	"	1887	95
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " ) ( " ) .....	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,254,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$10,000,000..		7	"	"	1902	103
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold.		7*	May & Nov.	"	1912	....	1st Mortgage of 1853 .....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ouachita & Red Riv.							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
1st Mortgage gold.....	1,860,000	7*	"	"	1899	19	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,080,000	7*	"	"	1899	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1880	....
1st Mortgage of April 1, 1886..	600,000	7	April & Oct.	"	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	"	'81-'93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	90
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,253,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,835,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1890	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1884	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	8	"	"	1877	....
Interest bonds .....	804,400	8	"	"	1877	....	North Eastern (S. Car.):						
Interest bonds .....	371,300	8	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	North Pennsylvania:						
Montclair (N. Y. & O. Mid.)							1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	99
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	....	2d Mortgage.....	5,000,000	7	May & Nov.	"	1896	101
2d Mortgage.....	400,000	7	"	"	....	....	Chattel Mortgage .....	360,000	10	April & Oct.	"	1877	106
Income Mortgage.....	700,000	7	"	"	....	....	North Shore (L. I.)						
Montgomery and Kufala:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1898	....	Northern Central:						
1st Mortgage not endorsed .....	300,000	8	June & Dec.	"	1900	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
Monticello:							2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	93
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	....	3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	87
Monticello and Port Jervis:							3d Mortgage (Y. & Cumb.) guar.	500,000	6	Jan. & July.	"	'87-95	....
1st Mortgage gold, tax free.....	660,000	7	J. A. J. & O.	New York.	1890	....	Consol. Mortgage gold .....	2,495,000	6*	"	"	1905	99
Morris and Essex (D. L. & W.):							Income Mortgage conv.....	1,000,000	7	April & Oct.	"	1880	....
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104	Northern New Hampshire:						
2d Mortgage guar.....	3,400,000	7	Feb. & Aug.	"	1891	102	1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
Convertible bonds.....	1,610,000	7	Jan. & July.	"	1900	92	Northern New Jersey (Erie):						
Construction bonds of 1911.....	2,990,000	7	Feb. & Aug.	"	1889	94	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1878	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Hdq):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	26	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	83
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	90	Mortgage Loan of 1867, collv.	86,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.	7	"	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1880	101
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	70	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,600	7	"	"	'74-'77	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,698,000	7	June & Dec.	Philadelphia.	1911	101
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78	Consolidated Dollar registered	3,414,000	7	"	"	1911	101
1st Mortgage (War. & Pkin.).....	580,000	7	April & Oct.	"	1882	82	Mortgage Gold or stg coup.	7,000,000	6	"	Phil. or Lond.	1911	102
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	40	June 1, 1871. Gold or stg reg.	683,000	6	"	"	1911	102
Old Colony and Newport:							Dollar coupon.....	332,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98	New debent. loan, conv.....	6,600,985	7	Jan. & July.	"	1893	100
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.....	6,631,618	6	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Philadelphia, Wilmington & Balt:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$16,000pm	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87	Pickering Valley (Phila. & Hdq):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	50	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	82	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	85
3d Mort. " " "	598,000	6	May & Nov.	Richmond.	1873	80	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " " "	574,000	6	March & Sept.	Alexandria.	1880	75	1st Mort. (Ct. & Newk 33m) conv	776,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,045,500	7	Jan. & July.	New York.	1882	91	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	86
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	86
Ozage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	101
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	93	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....	
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	79	2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	70	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	95
Income Bonds.....	1,500,000	7	"	"	1892	....	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,600,000.....	7	Jan. & July.	.....	1901	....	
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	7	May & Nov.	New York.	1889	80	
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold...	800,000	6	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	Consol. Mort. gold, for \$3,300,000	6	May & Nov.	"	1901	....	
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	7	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	6	May & Nov.	Boston.	1891	....	
Paterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Hight. (U.C. of N.J.):							1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000	7	March & Sept.	"	1891	....	
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	1st Mort. gold, conv. & tax free.	800,000	7	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg)....	4,970,000	7	Jan. & July.	Philadelphia.	1880	103	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
2d Mortgage ( " ).....	2,583,800	6	April & Oct.	"	1875	99	Quincy, Alton and St. Louis:						
2d Mortgage ( " ) stg.....	2,282,240	6	"	London.	1875	....	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
General Mortgage (coup. & reg.)	19,490,760	6	J. A. J. & O.	Philadelphia.	1910	90	Quincy and Toledo (T.W. & W.):						
State lien for \$17,500,000, skg fd	5,854,700	6	April & Oct.	Harrisburg.	'72-'90	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	89
Pennsylvania Coal:							Quincy & Warsaw (C.B. & Q.):						
1st Mortgage.....	512,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	99
Pennsylvania and Delaware:							Reading and Columbia (P. & R.):						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....							

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$5,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Bome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	1874	....	South Carolina:						
Consolidated Mort. Skg Fund....	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free....	500,000	7	May & Nov.	Boston.	1880	72 1/2	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	75 1/2	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000 pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)....	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free....	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000 pm	8*	"	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort. endor. by Ala. gold....	22,000 pm	8*	Jan. & July.	New York.	1890	60
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	73	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Conn. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	83
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	93	South Side, Va. (A.M. & O.):						
St. Louis, Jackson & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 18, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1868 guar....	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)....	6,000,000	7	Jan. & July.	New York.	1901	84	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscogee) conv....	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)....	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) sig.	1,000,000	7*	"	"	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands....	6,000,000	7	"	"	....	....	1st Mortgage gold, skg fund....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands....	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1896	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90 1/2	Summit Branch:						
Sam. Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar....	162,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000 pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$50,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebos and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000 pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1908	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000 pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	79
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (W. Div.) 117 m....	1,500,000	7	Feb. & Aug.	"	1886	50
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	....
Shenandoah and Pond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	53
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Erie Br.) 19 m....	250,000	7	June & Dec.	"	1910	....
Shenandoah and Allegheny:							1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. & ):						
Shenandoah Valley (Ct.):							1st Mortgage skg fund, unar....	100,800	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	"	"	1882	....
Land Grant Mortgage gold.....	660,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
	Toledo, Wabash and Western:							Western Maryland:						
	1st Mort. (Tol. & Ill. 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	95½	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	81
	1st M. (L.Erie, W. & St.L. 167 m.)...	2,500,000	7	" " "	" " "	1890		1st Mort. endor. by Balt.....	200,000	6	" " "	" " "	1890	97
	1st M. (Gt. W.Rwy of '59, 181m.)...	2,500,000	7	Feb. & Aug.	" " "	1898	91	2d Mort. " " "	300,000	6	" " "	" " "	1890	97
	1st Mort. (Quincy & Tol. 34 m.)...	500,000	7	May & Nov.	" " "	1890	88	2d Mort. endor. by Wash. Co...	300,000	6	" " "	" " "	1890	90
	1st Mort. (Ill. & So. Iowa 42 m.)...	300,000	7	Feb. & Aug.	" " "	1882	90½	2d Mortgage preferred.....	600,000	6	" " "	" " "	1895	61
	2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	" " "	1878		3d Mortgage endor. by Balt.....	875,000	6	" " "	" " "	1900	97
	2d Mort. (T.Wab. & Wt. 167 m.)...	1,600,000	7	" " "	" " "	1871	82½	Western Pacific (Cen. Pac.):						
	2d M. (Gt. W.Rwy of '59, 181m.)...	2,500,000	7	" " "	" " "	1893	77½	1st Mortgage assumed, gold....	2,735,000	6*	Jan. & July.	New York.	1899	85
	Equipment (Tol. & Wab. 75m.)...	600,000	7	" " "	" " "	1883	67	Western Pennsylvania (Penn.):						
	Consol. Mortgage (500 m.)...	2,700,000	7	F. M. A. & N.	" " "	1907	72	1st Mortgage (main line 57 m.)..	800,000	6	April & Oct.	Philadelphia.	1893	80
	1st M. (Dec. & East St. L. 109m.)...	2,700,000	7	" " "	" " "	1900	80½	1st Mortgage (Pittsb. Br. 23 m.)..	1,000,000	6	Jan. & July.	" " "	1896	...
	Consol. 2d mort. (500 m.) gold....	5,000,000	7*	Feb. & Aug.	" " "	1893		Western Union (M. & St. P.):						
	Froy, Salem & Rutland(R. & Sar.):							1st Mortgage for \$5,000,000 .....	3,275,000	7	Jan. & July.	New York.	1896	...
	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890		West Jersey:						
	Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" " "	1896	96
	2d Mortgage, guaranteed.....	180,000	6	" " "	" " "	1878		Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	" " "	1899	101½
	Tuckerton:							West Wisconsin:						
	1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901		1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
	Union Pacific:							Whitehall & Plattsburg (M. & P.):						
	1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	...
	2d Mortgage (Gov. subsidy).....	27,236,000	6	" " "	" " "	'96-'99		Wicomico and Pocomoke:						
	1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" " "	1889	78½	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	...
	Income Mortgage.....	7,563,000	10	March & Sept.	" " "	1874	82½	Williamston and Tarboro':						
	Omaha Bridge B'ds, stg \$250,000	2,500,000	6*	April & Oct.	London.	1896		1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	...
	Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
	1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895		1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	68½
	2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" " "	'96-7-8		Wilm., Charlotte & Rutherford:						
	Union Pacific, S. Br. (M.K. & T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	...
	1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899		1st Mortgage, endor. by N. Car..	1,000,000	8	" " "	" " "	1897	...
	Union & Titusville(O.C. & A.Riv.):							Wilmington and Reading:						
	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890		1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	89½
	United Companies of New Jer.:							2d Mortgage coupon or regis....	723,600	7	Jan. & July.	" " "	1902	79
	Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880		Wilmington and Weldon:						
	Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98½	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	...
	Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875		Currency Bonds.....	221,400	7	May & Nov.	" " "	1882	...
	Loan of 1883 (" " " )	450,000	6	" " "	" " "	1878		Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	90
	Loan of 1883(Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	90½	Wilmington and Western (Del.):						
	Loan of 1889 " " "	866,000	6	June & Dec.	Princeton.	1889	87½	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...
	Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98½	Winona & St. Peter (C. & N. W.):						
	Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894		1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	80
	Sterling Loan £360,000.....	1,840,000	6*	" " "	" " "	" " "		2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	" " "	1890	...
	Loan of 1888.....	154,000	6	" " "	" " "	1888		Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" " "	1916	...
	Bond to State of New J.(N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887		Wisconsin Central:						
	Bond to State of N. Jer.(U.Co's)	500,000	7	" " "	" " "	" " "		1st M. L. G. gold S. F. \$25,000pm		7*	Jan. & July.	Boston.	1901	...
	Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894		Worcester (Md.):						
	Utica and Black River:							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	...
	1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878		Worcester and Nashua:						
	Utica, Chen. & Susq.Val.(D.&H.C.):							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	...
	1st Mortgage.....		7	" " "	" " "	" " "		Plain Bonds.....	75,000	6	" " "	" " "	1890	...
	Utica, Ithaca and Elmira:							CANAL BONDS.						
	1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892		Chesapeake and Delaware:						
	Vermont Central:							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
	1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	22	Chesapeake and Ohio:						
	2d Mortgage consolidated.....	1,500,000	7	" " "	" " "	1891	70	Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
	1st Mort.(Stan.,Sheff. & Ch.R.R.)	443,800	7	Jan. & July.	" " "	1887	60	Sterling, Loan guaranteed.....	4,375,000	5*	" " "	London.	1890	...
	Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	" " "	'76-'77	75	Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	107
	Equipment Mortgage.....	1,000,000	8	May & Nov.	" " "	1889	65	Delaware Division (L.C. & N.):						
	Equipment Mortgage.....	1,000,000	8	" " "	" " "	1889		1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
	Vermont and Massachusetts:							Delaware and Hudson:						
	1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92½	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...
	Convertible bonds, tax free.....	200,000	7	" " "	" " "	1879	90	gagere - 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	" " "	1884	106
	Vermont Valley (Rutland):							gistered. 3d series, Jan. 1, 1871..	5,000,000	7	" " "	" " "	1891	107
	1st Mortgage.....	386,000	7	April & Oct.	New York.	1860		Delaware & Raritan See U'd Co's.						
	2d Mortgage.....	114,000	6	" " "	Boston.	1860		Lehigh Coal and Navigation:						
	2d Mortgage.....	293,200	7	" " "	New York.	1859		Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
	Vicksburg and Meridian:							Mortgage Loan reg.....	2,010,000	6	F. M. A. & N.	" " "	1897	94½
	1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890		Mortgage (equip.) Loan, gold....	4,944,000	6*	June & Dec.	" " "	1897	97½
	General 2d series (blue).....	850,000	7	" " "	" " "	1890		Convertible Loan, gold.....	922,000	6*	March & Sept.	" " "	1894	99½
	Mortgage 3d series (black).....	154,000	7	" " "	" " "	1890		Convertible Bonds.....	1,496,879	6	June & Dec.	" " "	1877	87
	4th series (not end.)...	1,273,000	7	April & Oct.	" " "	1880		Monongahela Navigation:						
	Special Loan 1871.....	225,439	8	Jan. & July.	" " "	1880		1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	...
	Vineland:							Morris (and Banking):						
	1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890		1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	99
	Virginia & Tennessee(A.M. & O.):							2d Mortgage.....	285,000	6	" " "	" " "	1876	96
	1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873		Boat Loan, sinking fund.....	236,985	7	" " "	" " "	1885	98
	Enlarged Mortgage.....	990,000	6	" " "	" " "	1884		Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	" " "	1887	
	2d Mortgage.....	846,000	6	March & Sept.	" " "	1900	82	Pennsylvania:						
	Registered Certificates.....	123,208	8	Jan. & July.	" " "	'71-'75		1st Mortgage skg fund guar....	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
	Funded Interest.....	204,230	8	" " "	" " "	1880		1st Mortgage (Wy. Val. Can.)..	600,000	6	" " "	" " "	1878	...
	Income Mortgage (fundsble).....	112,500	8	" " "	" " "	1866		1st Mortgage (Erie Canal).....	743,654	7	" " "	" " "	1865	...
	Walkill Valley (Erie):							Interest Bonds (Erie Canal) 1850	161,960	7	" " "	" " "	1873	...
	1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910		Schuylkill Navigation(Ph. & Rdg):						
	Ware River (Vt. Cen.):							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	...
	1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York.	1890		2d Mortgage.....	4,016,676	6	Jan. & July.	" " "	1882	76½
	Warren (D. L. & W.):							Plain Bonds.....	85,222	6	" " "	" " "	1876	75
	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875		Improvement bonds.....	260,000	6	May & Nov.	" " "	1870	75
	2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" " "	1900		Boat and Car Loan.....	756,650	6	" " "	" " "	1888	72
	Warren & Franklin(O.C. & A.H.R.):							Boat and Car Loan.....	628,100	7	" " "	" " "	1889	90
	1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	75	Coupon Bonds.....	1,079,000	6	Jan. & July.	" " "	1895	75
	Warwick Valley (Erie):							Susquehanna (S. & Tide Water):						
	1st Mortgage.....	86,000	7	April & Oct.	New York.	1880		1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	73½
	Washington and Ohio:							2d Mortgage.....	700,000	6	" " "	" " "	1885	...
	1st Mortgage gold, \$9,000,000.....		7*	April & Oct.	New York.	1891		3d Mortgage stg.....	874,000	6*	" " "	London.	1878	...
	Watertown & Rome(R.W. & O.):							Tide-Water (Susq. & Tide-W.):						
	Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880		1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	...
	Westchester and Philadelphia:							2d Mortgage.....	300,000	6	" " "	" " "	1885	...
	1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873		3d Mortgage.....	437,000	6	" " "	" " "	1878	...
	General Mortgage, tax free.....	1,072,300	7	April & Oct.	" " "	1891	101½	Union:						
	Western of Alabama:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	...
	1st Mortgage (Western R.R.)...	600,000	8	April & Oct.	New York.	1888		West Branch and Susquehanna:						
	1st Mortgage(M. & W.Point R.R.)	750,000	8	" " "	" " "	1881		1st Mortgage.....	450,000	6	Apr. & Oct.	Philadelphia.	1878	...
	2d Mortgage (consols guar.)...	1,146,000	8	" " "	" " "	1900		2d Mortgage.....	298,000	6				

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (....) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.																			
Property and Assets.					Liabilities.														
Years ending.	Railroad.		Rolling Stock.		Companies.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations.		Earnings.		Value of Shares.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.											Engines.	Cars.	Freight.	Par.	
Sept. 30, 1872	60.2	2.1	131.0	3	106	Adirondack	2,728,692	4,411,938	1,071,616	2,106,438	5,037,000	546,724	4,237,012	268.3	82,004	5,212,576	2,752,907	9,250,690	100
Oct. 31, 1872	14.8	20	5	400	Alabama and Chattanooga	10,500,000	1,034,414	1,034,414	1,034,414	1,034,414	1,034,414	1,034,414	1,034,414	28.0	4,803	85,157	69,356	17,499	100
Nov. 30, 1872	81.3	4.6	13	8	101	Alabama Central	3,600,000	1,431,328	30,324	4,023	736,540	183,549	12,147	23.0	1,749	37,043	69,356	17,499	100
Dec. 31, 1872	74.9	87.1	24	12	749	Albany and Esopus (D. & H.)	3,600,000	4,040,952	213,260	98,756	1,550,000	1,550,000	97,180	38.0	441,745	467,966	676,413	192,795	100
Jan. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Feb. 28, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Mar. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Apr. 30, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
May 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jun. 30, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jul. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Aug. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Sept. 30, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Oct. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Nov. 30, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Dec. 31, 1873	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jan. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Feb. 28, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Mar. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Apr. 30, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
May 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jun. 30, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jul. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Aug. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Sept. 30, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Oct. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Nov. 30, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Dec. 31, 1874	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jan. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Feb. 28, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Mar. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Apr. 30, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
May 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jun. 30, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jul. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Aug. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Sept. 30, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Oct. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Nov. 30, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Dec. 31, 1875	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jan. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Feb. 28, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Mar. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Apr. 30, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
May 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jun. 30, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jul. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Aug. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Sept. 30, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Oct. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Nov. 30, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Dec. 31, 1876	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Jan. 31, 1877	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Feb. 28, 1877	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	510,417	33.0	171,511	171,511	676,413	192,795	100
Mar. 31, 1877	51.0	2	4	1	21	Alexandria and Fredericksburg	1,600,000	259,346	213,260	82,756	1,450,000	1,450,000	5						



Sept. 30, 1872	53.6	11.2	28	22	10	409	Chester, N. H.	2,237,707	351,600	200,554	2,163,300	800,300	28,992	115,570	88.1	61,256	192,924	412,422	524,763	183,851	5	100
Dec. 31, 1872	117.4	92.1	144	74	94	2,012	Chester Valley	1,571,940		1,348,561	1,181,900	500,000	385,000	303,778	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4	258	127	6,409	Chicago, Burlington and Quincy	2,461,400		4,355,731		25,000,000	25,221,942	602,466	8,329,470	649.1	5,002,102	772,328	1,601,798	1,879,147	10	100	
Dec. 31, 1872	698.8	117.4																				





Dec. 31, 1872	156.0	28.0	7	797	Lake Superior and Mississippi..... Minn.	7,891,290	42,017	101,148	5,125,000	7,422,000	491,092	121,278	211.0	(Leased by Northern Pacific.)	473,612	171,001	100
Oct. 31, 1872	114	1.7	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Jun. 30, 1872	114	2.1	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich. and N. W. Penn.	697,607	4,550,001	125,119	299,750	355,000	25,000	20.4	94,358	72,942	294,444	157,655	100
Oct. 31, 1872	114	1.8	1	253	Lawrence, Mich.												

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*See asterisk (\*) occurring in the column headed "Rolling Stock." signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."*

[illegible]



Nov. 30, 1872	45.41	1.0	27	29	666,668	128,569	107,861	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Dec. 31, 1872	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Jan. 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Feb. 28, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Mar. 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Apr. 30, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
May 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
June 30, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
July 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Aug. 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Sept. 30, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Oct. 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Nov. 30, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Dec. 31, 1873	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Jan. 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Feb. 28, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Mar. 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Apr. 30, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
May 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
June 30, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
July 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Aug. 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Sept. 30, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Oct. 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Nov. 30, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Dec. 31, 1874	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Jan. 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Feb. 28, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Mar. 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Apr. 30, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
May 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
June 30, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
July 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Aug. 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Sept. 30, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Oct. 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Nov. 30, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Dec. 31, 1875	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Jan. 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Feb. 28, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Mar. 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Apr. 30, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
May 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
June 30, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
July 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Aug. 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Sept. 30, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Oct. 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Nov. 30, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Dec. 31, 1876	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Jan. 31, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Feb. 28, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Mar. 31, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
Apr. 30, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
May 31, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,010	47.6	107,586	1,008,257	1,008,257	895,897	239,926	10	100
June 30, 1877	45.41	1.0	31	31	73,028	32,200	437,917	2,000,000	500,000	224,612	84,01								

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref.	10,000,000	7	7	7	106
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	7	106
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	7	106
Atlantic and Pacific, preferred	10,000,000	7	7	7	15
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	4	105
Baltimore and Ohio, * preferred	3,552,800	7	7	7	105
Berkshire, * guaranteed	600,000	7	7	7	84
Blount and Corning, * guaranteed	250,000	6	6	6	84
Boston, Concord and Montreal, pref.	800,000	6	6	6	84
Buffalo, New York and Erie, * guar.	950,000	7	7	7	82
Catawissa, * pref. and guar.	1,159,500	7	7	7	82
Camden and Amboy, * guaranteed	5,847,800	10	10	10	125
Camden and Atlantic, preferred	763,549	7	7	7	82
Cayuga and Susquehanna, * guar.	889,110	9	9	9	82
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	7	82
Central of New Jersey, * guar.	20,000,000	10	10	10	106
Central Ohio, * preferred	411,550	6	6	6	85
Chemung, * guaranteed	380,000	6	6	6	85
Cheshire, preferred	2,153,200	7	7	7	78
Chicago and Alton, * preferred	2,425,400	10	10	10	106
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	8	95
Chicago and North-Western, pref.	21,289,583	7	7	7	56
Cinc., Sand. and Cleveland, pref.	429,000	6	6	6	26
Cleveland and Mahoning, * guar.	2,059,200	7	7	7	87
Cleveland and Pittsburgh, * guar.	11,230,150	7	7	7	87
Cumberland Valley, 1st preferred	241,900	8	8	8	88
2d preferred	243,000	8	8	8	88
Dayton and Michigan, pref. & guar.	922,400	8	8	8	88
Delaware, * guaranteed	1,315,390	6	6	6	88
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6	88
Dubuque and Sioux City, * guar.	5,000,000	3	3	3	60
Dubuque South-Western, pref.	590,315	8	8	8	65
Eastern (N. H.), * guaranteed	492,500	6	6	6	65
Elmira, Jeff. and Canad., * guar.	500,000	6	6	6	76
Elmira & Williamsport, pref. & guar.	500,000	7	7	7	76
com. & guar.	500,000	5	5	5	76
Erie Railway, preferred	8,536,910	7	7	7	55
Erie and Pittsburgh, * guar.	2,000,000	7	7	7	55
Evansville and Crawfordsville, pref.	100,000	7	7	7	33
Hannibal and St. Joseph, pref.	2,167,700	7	7	7	102
Hannibal and Lancaster, * guar.	1,182,550	7	7	7	102
Houstonville, preferred	1,180,000	8	8	8	97
Huntington & Broad Top Mtn, pref.	190,750	7	7	7	32
Jeff., Mad. & Indianapolis, * guar.	2,000,000	7	7	7	85
Joliet and Chicago, * guar.	1,500,000	7	7	7	85
Joliet and Northern Indiana, * guar.	300,000	8	8	8	88
Little Miami, Col. and Xenia, * guar.	6,944,450	8	8	8	88
Louisv., Cincinnati and Lex. pref.	851,000	9	9	9	16
Marietta and Cincinnati, 1st pref.	8,101,650	6	6	6	10
2d pref.	4,436,250	6	6	6	10
Mch. Southern, (Lake Shore) guar.	533,500	10	10	10	10
Mill Creek, * guaranteed	323,375	10	10	10	52
Milwaukee and St. Paul, preferred	10,825,777	7	7	7	106
Miss. Hill, * guaranteed	3,556,450	8	8	8	106
Montclair, * guaranteed	2,000,000	7	7	7	97
Morris and Essex, * guar.	15,000,000	7	7	7	109
Nesquehoning Valley, * guar.	2,000,000	10	10	10	109
Newark and New York, * guar.	1,000,000	7	7	7	109
Newcastle and Beaver Valley, * guar.	605,000	10	10	10	124
New Jersey, * guaranteed	7,295,200	10	10	10	124
New London Northern, * guar.	971,400	10	10	10	124
New York & Harlem, * pref. & guar.	1,500,000	8	8	8	127
com. & guar.	8,500,000	8	8	8	126
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	6	8
North Eastern (S. C.), preferred	105,000	8	8	8	8
Northern New Jersey, * guar.	1,000,000	8	8	8	128
Norwich and Worcester, * guar.	2,823,400	10	10	10	49
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	7	86
pl. & guar.	2,000,000	8	8	8	40
Ohio and Mississippi, preferred	4,030,000	9	9	9	106
Oswego and Syracuse, * guar.	1,144,400	9	9	9	106
Panama, guaranteed	7,000,000	12	12	12	83
Patterson and Hudson, * guar.	630,000	6	6	6	8
Pemberton and Hightstown, * guar.	342,000	6	6	6	8
Peoria and Bureau Valley, * guar.	1,200,000	8	8	8	122
Philadelphia and Erie, preferred	2,400,000	12	12	12	178
Phila. German'n & Norrist'n, * guar.	2,231,900	10	10	10	122
Philadelphia and Reading, 1st pref.	1,651,687	10	10	10	94
Philadelphia and Trenton, * guar.	1,259,100	10	10	10	122
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	5	5	5	6
Pittsfield and North Adams, * guar.	450,000	10	10	10	120
Portland, Saco & Portsmouth, * guar.	1,800,000	10	10	10	120
Rochester & Genesee Valley, * guar.	557,560	7	7	7	31
Rutland, * preferred and guaranteed	4,300,000	7	7	7	30
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	7	7	20
St. Louis, Jacksonv. & Oh., pf. & guar.	1,054,100	7	7	7	20
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	5	6
Schuylkill Valley, * guaranteed	576,000	5	5	5	6
Shamokin V. & Pottsville, * guar.	869,450	6	6	6	6
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	7	71
2d pref.	1,000,000	7	7	7	71
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	71
Warren, * guaranteed	1,800,000	7	7	7	71
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,633,350	8	8	8	8
Idaho and Karitan, * guar.	5,847,500	10	10	10	125
Morris, preferred and * guaranteed	1,175,000	10	10	10	44
com. & * guar.	1,095,000	4	4	4	24
Del. and Md. Navigation preferred	2,808,977	6	6	6	24

## New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston, Har. & Erie.....	1	1				
Canton Co.....	55					
Central Pacific.....	92					
Central Pacific 6s.....	106					
Central of N. Jersey.....	106					
Chesapeake & Ohio 1 m. 504	80					
Chicago & Alton.....	102					
.. pref.....	102					
.. 1 M.....						
.. S. F.....						
.. Inc. bds.....						
Chicago, Burl. & Q.....	102					
.. 8s, 1883.....	40					
Chic. & Northwestern.....	40					
.. pref.....	57					
.. 1st M.....	102					
.. S. F.....						
.. Consol.....	86					
Chic., Rock Isl. & Pac.....	97					
Chi. R. I. & Pa. 7s, 1896.....	105					
Clev., Col. C. and Ind.....	65					
Clev. & Pittsburg guar.....						
.. 2 M.....	100					
.. 3 M.....	100					
.. 4 M.....	93					
Clev. and Toledo.....						
.. S. F. 7s.....	19					
Col., Chl. & Ind. C.....	19					
.. 1 M.....	81					
.. 2 M.....						
Del. & Hudson Canal.....	117					
Del. Lack. & Western.....	109					
.. 1 M 7s.....	109					
.. 2 M 7s.....						
Erie Railway.....	35					
.. pref.....	35					
.. 1 M 7s, 1897.....						
.. 2 M 7s, 1879.....						
.. 3 M 7s, 1883.....	96					
.. 4 M 7s, 1880.....						
.. 5 M 7s, 1888.....	94					
.. 7s, con. gold.....						
Great Western 2d mort.....						
Hammond & St. Joseph.....						
.. pref.....	33					
.. 8s, conv.....	79					
Hudson River.....						
.. 2 M S. F.....						
.. 3 M 7s, 1875.....						
Illinois Central.....	98					
.. 7s.....						
Lake Shore & Mich. S'th.....	74					
Marietta & Cin. 1st pref.....	74					
.. 2d pref.....						
Michigan Central.....	76					
.. S. F. 8s, 1882.....						
M. S. and N. I. 1 M S. F.....	103					
.. 2 M.....	100					
Milw. and St. Paul.....	33					
.. pref.....	53					
.. 1st mort.....						
.. 2d mort.....						
.. 8s.....	106					
.. 7 3-10s con.....						
.. 7s, gold.....						
Missouri 6s.....						
.. H. & St. J. 1s.....						
Morris and Essex.....	96					
.. 1st mort.....						
.. 2d mort.....						
N. Y. Cen. & Hud. Riv. 98	95					
.. 7s, S. F. 1876.....						
.. 6s, S. F. 1883.....	92					
.. 6s, S. F. 1887.....						
N. York and Harlem.....	129					
.. pref.....						
.. 1 M 7s.....	103					
N. York N. Hav. & Hart. 132	132					
N. Carolina 6s, old.....						
.. new.....						
Ohio and Miss.....	24					
.. pref.....						
.. 2d M.....	70					
Pacific Mail S. S. Co.....	42					
Panama.....	107					
Pitta., Ft. W. & Chi. gtd.....						
.. 1 M.....	105					
.. 2 M.....						
.. 3 M.....						
Quicksilver Mining Co. 20						
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....						
.. 2 M pref.....	89					
.. Income bds.....						
Tennessee 6s, old.....						
.. new.....						
Tol., Wab. & Western.....	37					
.. pref.....						
.. 1 M.....	95					
.. 2 M.....	83					
.. Equipment.....						
.. St. Lon. Div.....	81					
Union Pacific.....	28					
.. 1st mort.....	87					
.. L. Gt. 7s.....						
.. Inc. 10s.....	82					
Virginia 6s, old.....						
.. new.....						
.. consol.....						
.. def. cert.....						



**Boston Stock Exchange.**

Actual Sale Prices for the week ending June 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston and Albany	131	131	131	131	131	131
Boston and Lowell	107	107	107	107	107	107
Boston and Maine	106	106	106	106	106	106
Boston and Providence	148	148	148	148	148	148
Boston, Hartford & Erie	23	23	23	23	23	23
Cheshire, pref.	102	102	102	102	102	102
Chl. Burl. & Quincy	102	102	102	102	102	102
Concord	102	102	102	102	102	102
Connecticut River	102	102	102	102	102	102
Eastern	68	68	68	68	68	68
Fitchburg	126	126	126	126	126	126
Manchester & Lowell	126	126	126	126	126	126
Michigan Central	75	75	75	75	75	75
Northern, N. H.	104	104	104	104	104	104
Ogdens & Lake Cham.	49	49	49	49	49	49
Old Colony	111	111	111	111	111	111
Ph. W. & Baltimore	55	55	55	55	55	55
Port'd, Saco & Ports.	120	120	120	120	120	120
Union Pacific	28	28	28	28	28	28
Land Grant 7s.	79	79	79	79	79	79
Income 10s.	79	79	79	79	79	79
Vermont & Canada	81	81	81	81	81	81
Vermont & Mass.	81	81	81	81	81	81
South Boston (Horse)	50	50	50	50	50	50
Cambridge	50	50	50	50	50	50
Metropolitan	50	50	50	50	50	50
Middlesex	50	50	50	50	50	50
Central Mining Co.	50	50	50	50	50	50
Copper Falls	50	50	50	50	50	50
Franklin	50	50	50	50	50	50
National	50	50	50	50	50	50
Quincy	35	35	35	35	35	35

**London Stock Exchange.**

	Closing	Prices
Atlantic & Gt. W. 1st mort., \$1,000	52 - 64	61 - 62
Do. 2d mort., \$1,000	39 - 41	37 - 39
Do. 3d mort., \$1,000	18 - 19	17 - 18
Do. Con. mort. Bonds Bich's Cert.	19 - 21	19 - 21
Do. Leas. Lines, Rental Bonds	72 - 75	72 - 75
Do. 8 p. c. Scrip, West. Exten.	85 - 87	80 - 85
Detroit & Milwaukee 1st mort. Bonds	65 - 70	65 - 70
Do. 2d mort., \$1,000	50 - 55	55 - 60
Erie shares 100 dol. all paid	32 - 32	31 - 32
Do. 6 per cent Convertible Bonds	95 - 95	93 - 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89 - 91	88 - 90
Illinois Central \$100 shares all paid	90 - 92	90 - 92
Do. Redemption mort. bonds 6 p. c.	98 - 100	99 - 101
Illinois & St. Louis Bridge 1st mort.	99 - 101	99 - 101
Marietta and Cincinnati Rail. Bonds	95 - 98	95 - 98
Michigan Central 8s 1882, conv.	88 - 92	88 - 92
New York Central, 100 dol. shares	88 - 90	87 - 89
Panama General mort.	95 - 97	95 - 97
Pennsylvania, General mort.	99 - 100	99 - 100
Do. \$50 shares	45 - 46	43 - 44
Philadelphia and Erie 1st mort.	94 - 96	94 - 96

**American Railroad Journal.**

Saturday, June 6, 1874.

**Stock Exchange and Money Market.**

Money has been quite plenty throughout the week, and lenders have found considerable difficulty in placing balances advantageously, on the basis of even the low current rates, which have been from 2@4 per cent on call to the leading borrowers, for Street use, and 5@6 per cent per annum on the best discount applications. The wants of borrowers have not been urgent in any prominent instance. The speculative demand has been quite moderate. The mercantile call for accommodation has been comparatively limited. The City banks, in their last weekly statement, were \$1,839,000 lower on their deposits, and \$2,256,300 lower on their loans and discounts, than the week before. The legal tender notes were further augmented \$1,603,300, and the specie reserve reduced \$504,900. The circulation was contracted \$73,400. The U. S. Sub-Treasury at this port has further gained handsomely in the line of its currency reserve, while again reducing its coin hoard mainly through coin interest disbursements. The U. S. Sub Treasury in this city closed the week with a currency balance of \$46,417,164, against \$44,602,974 the preceding week;

and a coin hoard of \$49,434,275, against \$51,516,242 on the previous return. The City bank exchanges, during the week, were \$335,139,852, or a daily average of \$67,027,970. The customs revenue of the port, during the week, was \$1,780,000, of which \$1,566,154 were in coin certificates. The City banks reported their average of gold last week at \$25,517,400, and their greenback average at \$61,456,100. Their deposits stood at \$232,404,300. The loan item was about 280½ millions. The circulation was \$26,727,500.

The U. S. Sub Treasury, during May, received from all sources, \$46,347,710, including \$8,679,318 from customs; and disbursed on all accounts, \$46,136,942, including \$8,669,601 of coin interest.

The cash balances of the Treasury Department on Tuesday were: Currency, \$11,177,704; special deposits of legal tender for redemption of certificates of deposit, \$56,050,000; coin, \$81,958,797; including coin certificates, \$33,179,500.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation 349½ millions.

Government has received about 94 millions from internal revenue, thus far in the current fiscal year.

The aggregate of U. S. currency outstanding on the 1st of June was \$436,776,282.

The disbursements of the U. S. Treasury in May amounted to \$12,954,683.

Gold has been in quite moderate demand on speculative account, and for Custom House purposes, and the export drain has been on a less important scale. The price has been further depressed and the general market weak. The extremes of the price have been 111½@112½, closing at 111½@111½, as against 112 on Wednesday of the preceding week. The specie outflow, last week, was \$2,214,437. The imports of specie at this port since Jan. 1, have been \$1,634,497, against \$1,769,660 same time last year. The customs demand for Gold last week averaged \$442,887 a day. Foreign Exchange has been in less request most of the week, closing easier in price. Bankers' sixty day bills on London closed on Wednesday at \$4 87½@4 88; sight bills on London at \$4 90½@4 91. The week's exports of Domestic Produce have been to the currency value of \$5,158,171.

Under the official order of the Treasury \$5,000,000 Gold will be sold by the Government in June, to wit, \$1,500,000 each on the First and Third Thursdays, and \$1,000,000 each on the Second and Fourth Thursdays.

Government securities have been moderately active and generally very firm in price. The purchases on investment account have been checked by the scant offerings of the favorite issues. The last public debt statement indicated a further liquidation of \$4,456,833. U. S. sixes of 1881 closed on Wednesday of this week at 121¾@122; U. S. Five-Twenties of 1862, 115½@115¾; U. S. Five-Twenties of 1864 at 117½@117¾; U. S. Five-Twenties of 1865, 118½@118¾; U. S. Five-Twenties of 1865 consolidated, 120@120¼; U. S. Five-Twenties of 1867, 120½@120¾; U. S. Five-Twenties of 1868, 120½@120¾; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881, (Funding Loan) 115¼@115½; Six per cent. currency Sixes from 114½@115.

State and Railway bonds have been in fair demand and generally firm in price. Railway and miscellaneous share property has been comparatively tame, with values generally quoted lower. Speculation showing very little spirit.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$8,580,605, against \$6,525,621 same week last year. The exports of domestic produce are \$5,158,171, as against \$5,396,442, last year. The exports of Gold and Silver, \$2,214,437, as against \$526,992 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$1,735,000, as against \$1,579,000, same week last year.

General business has been less active in the line of domestic produce, with prices quoted lower, in most instances. And in foreign merchandise, the dealings have been on a restricted scale, without any very decided alterations as to values. Metals have been quiet throughout, and quotations very irregular. Eglinton Pig Iron quoted at \$34@35. Glengarnock, \$36 50 \$37@50; Coltness, \$39@; No. 1 American Pig at \$32@34; No. 2 do. at \$30; Forge, \$28@28; English Rails at \$55 gold; American Rails at works, \$60@65; Old Rails, \$40. Wrought Scrap, \$38@40. Ocean Freights have been less active, especially in the Grain and Petroleum line, with rates closing weaker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific R. R. pref., 15; Pacific R. R. of Mo., 41; do. 1st mort., 79½; South Pacific R. R. of Mo. 6s, 60; New Jersey R. R., 124½; Chicago and Northwestern consol. gold bonds, 79½; Del., Lack. and Western 7s, conv., 102½; Del. and Hudson canal reg. 7s, 1891, 107; Long Island R. R., 65; do. 1st mort., 90; Albany and Susquehanna 1st mort., 104; do. 2d mort., 99½; West Pacific bonds, 85; Chicago and Milwaukee 1st mort., 94¾; Cleve., Col., Cin. and Ind. 1st mort., 99½; Morris and Essex 7s, 1871, 94¾; Lake Shore and Michigan Southern 7s, consol., reg., 97; do. 2d mort. consol., 89½; Galena and Chicago 2d mort., 99; St. Louis and Iron Mt. R. R., 30; do. 1st mort., 93; Toledo, Peoria and Warsaw 1st mort., W. D., 80¾; do. 2d mort., 56; do. consol., 58; Long Dock bonds, 99½; Buffalo and Erie 7s, new, 97; Ohio and Mississippi 7s, consol., 90; do. consol., S. F., 91; St. Louis, Jacksonville and Chicago 1st mort., 93; Nashville and Decatur 1st mort., 89; Burlington, Cedar Rapids and Minnesota 1st mort., 50; Michigan Central 7s, 95½; Am. Dock and Imp. 7s, 100½; Cleveland and Toledo 7s, new, 97½; New York Central 1st mort., 106½; Western Union Telegraph, 72½; do. 7s, 97; At. and Pacific Tel., 16½; Maryland Coal, 19; Am. Exp., 64¼; Wells-Fargo Exp., 77; Adams Exp., 106; U. S. Exp., 67; Tennessee 6s, n. s., 63; do. 6s, new, ex-coupon, 63½; do. old, do., 64; Missouri 6s, 1875, 99; N. Y. State 7s, B. L., reg., 110¼; do. coupon, 110½; Brooklyn 6s, W. L., 95.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 65; Wilmington and Reading 1st mort., 89¾; Phila. and Reading 7s, new conv., 106¾; do. debent. bonds, 80; do. Gen'l mort. 7s, reg., 101½; do. coupon, 101; Pennsylvania and New

York 7s, 101½; Huntingdon and Broad Top Mt. R. R., 8; do. 1st mort., 103½; Belvidere Delaware 3d mort., 83; Shamokin Valley and Pottsville 7s, 92; Allegheny Valley 7 3-10s, 77; Harrisburg and Lancaster 6s, 102; Pennsylvania div. scrip, 100¾; Nesquehoning Valley R. R., 54½; Camden and Atlantic pref., 41; Ridge Ave. R. R., 40¼; Sch. Nav. div. scrip, 84; Philadelphia City 5s, 95. The latest quotations are: City 6s, 102@102½; do. free of tax, 102¾@102½; Pennsylvania State 6s, 2d series, 108@108½; do. 3d series, 110½@111; Philadelphia and Reading, 56¾@56¾; do. Gen'l mort. 7s, coup., 101@102; do. reg., 101@101½; do. mort. 6s, 1880, 100½@100½; do. new, conv., 106¾@106¾; do. 7s, 1893, 103½@—; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 98@99; Pennsylvania R. R., 47¾@48; do. div. scrip, 100¾@101; do. 1st mort., 102½@103½; do. 2d mort. 99¾@100½; do. general mort. coupon, 90½@91½; do. reg., 92@93; Little Schuylkill R.R., 46½@47; Morris Canal, 49@52; do. pref. 125@—; do. 6s, 97@101; Susquehanna Canal, 5@9; do. 6s, 73@73¾; Schuylkill Nav., 6@6¼; do. pref., 12@12½; do. 6s, 1882, 76¼@76½; do. 1872, 86@90; Elmira and Williamsport pref., 87@88½; do. 7s, 1873, 98@100; do. 5s, 63@65; Lehigh Coal and Navigation, 43½@43¾; do. 6s, 1884, 94½@95; do. R. R. Loan, 94½@95½; do. Gold Loan, 97¾@98; North Pennsylvania, 44@45; do. 6s, 99½@100¼; do. 7s, 100½@101½; do. Chatte 10s, 105@107; Philadelphia and Erie, 18@18½; do. 6s, 89@90; do. 7s, 80@84; Minehill, 52¾@53; Catawissa, 15@16; do. pref. 40¾@41; do. 7s, 1900, 101½@102; Lehigh Valley, 60¾@61; do. 6s, new coupon, 101½@102½; do. reg., 98½@99½; do. 7s, 105@—; Fifth and Sixth streets (horse) 55@57; Second and Third, 62½@64¼; Thirteenth and Fifteenth, 22@22¼; Spruce and Pine, 28¾@29½; Green and Coates, 47@50; Chestnut and Walnut, 60@61; Hestonville, 20@20; Germantown, 33@40.

**Boston.**—Fitchburg 7s, 105; Jackson, Lausling and Saginaw 8s, 1891, 98; Chicago, Burlington and Quincy 7s, 97; Atchison, Topeka and Santa Fe 1st mort., 58; Burlington and Missouri River R. R. in Nebraska 8s, old, 99¼; Vermont Central 1st mort., 22; do. Equip. 8s, 65; do. 8s, 1902, 75½; Eastern 7s, 1882, 93½; Old Colony 7s, 1877, 102¼; do. 7s, 1894, 105; Cheshire 6s, 1880, 93; St. Louis and Iron M. 7s, gold, 95; Michigan Central 7s, 1902, 95; Burlington and Missouri River R. R. in Iowa, 98; Norwich and Worcester R. R., 128½; Conn. and Pass. Rivers R. R., pref., 72½; Cincinnati, Sandusky and Cleveland R. R., 9¼; Portsmouth, Gt. Falls and Conway R. R., 34; Summit Branch, 38; New York and New England R. R., 23¼; Rutland pref., 31½; Boston Water Power Co., 11; Cary Imp., 6; Brookline Land, 5; Maine 6s, 101½; New Hampshire 6s, 99¾; St. Louis 6s, 89¼; Cambridge 6s, 1883, 96¾; Boston 6s, 1880, 100¼; Allouez Mining Co., 6¼; Calumet and Hecla, 129¾; Superior, 30c.

**Baltimore.**—Orange, Alex. and Manassas 7s, 81; Virginia and Tennessee 2d mort. 6s, 74; Northern Central 6s, 1900, gold, 90½; Virginia consols, coupons, 81¾; Virginia consols, ex-coupon, 48¾; Baltimore City 5s, 83; Norfolk Water bonds, 86; Atlantic Coal, 2.50. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Wilmington and Weldon, 7s, gold, 92@94;

Pittsburg and Connellsville 7s, 1898, 86½@86½; Baltimore and Ohio, 167@168; do. 6s, 1875, 99@100¼; do. 1880, 100@102½; do. 1885, 101¼@—; Parkersburg Branch, 5@10; Northern Central, 34@36; do. 6s, 1885, 93@95; do. 1900, 86@87; do. 6s, 1900 gold, 90½@91; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@—; do. 2d mort. 7s, 89½@89¾; do. 3d mort., 8s, 79@79¼; Central Ohio, 40½@42¾; do. pref., 42@45; do. 1st mort., 90¾@91; Western Maryland, 1st mort. 6s, 1890, 85@100; do. 1st mort. guar., 96@97½; do. 2d mort. guar., 95@97; do. 3d mort., guar., 97@99; do. 2d mort. pref., —@60; do. 2d mort. guar. by Washington Co., 90@91; Richmond and Danville 1st mort., 66@68; Orange and Alexandria 1st mort. 6s, 89¾@90; do. 2d mort. 6s, 80@82½; do. 3d mort. 8s, 79@80; do. 4th mort. 8s, 73¾@75; Orange, Alex. and Manassas 7s, 81@82; Virginia and Tennessee 1st mort. 6s, —@—; do. 2d mort. 6s, 72@75; do. 8s, 79@79¾; Baltimore 6s, 1875, 101@101½; do. 1884, 101½@101¾; do. 1886, 102½@—; do. 1890, 102½@—; do. 1893, 100@—; do. 1893, exempt, 104½@—; do. 1900, 102½@102½; do. 1900 new, 100@102; do. 1902, 102½@102½; Memphis City 6s, 45@45½; Maryland Defense Loan, 1883, 106¼@107; Virginia 6s, old, 32@35; do. new, 43@50; do. consol. 6s, 51@51¼; do. coupons, 81¾@82¼; West Virginia, 11@11½; City Passenger R. R., 16@20; George's Creek Coal, 140@150; Atlantic Coal, 2.50@2.80; Santa Clara, 3¼@4; do. bonds, 18¼@30.

#### South Carolina Bonds.

The Committee on Securities of the New York Stock Exchange have issued, under date June 1, 1874, the following notice:

F. L. Cardozo, Treasurer of the State of South Carolina, gives notice that the following bonds of the State, issued under Act March 23, 1869, entitled "Loan for the Conversion of State Securities" are authorized to be funded into "Consolidation bonds," they having been duly exchanged and represented by bonds on file, viz:

Denomination of \$1,000, numbered in red—No. 1 to 519, inclusive; No. 521 to 1,130, inclusive; No. 2,451 to 2,475, inclusive. Denomination of \$1,000, numbered in blue—No. 3,271 to 3,496 inclusive; 3,498. Denomination \$500, numbered in red—No. 1 to 237, inclusive; No. 1,001 to 1,200, inclusive. Denomination of \$100, numbered in red—No. 1 to 120, inclusive.

The Legislature has declared that the remainder of the "Conversion bonds" were put upon the market without any authority of law, and are absolutely null and void. The disputed bonds are not a good delivery from this date, as regular South Carolina bonds.

A dispatch, dated New Orleans, La., June 2, says that the Supreme Court has decided the Levee bonds issued under Act No. 32 of 1870 to be valid obligations of the State. These bonds have been enjoined, and, in consequence of that injunction, the Stearn Brothers, of London, and other large foreign bondholders, had commenced suits against the State Funding Board. If these suits should be discontinued the Funding Board will commence funding in July, paying the interest on all the bonds to Jan. 1, and the interest on the new bonds to July 1.

Col. Thomas A. Scott has been elected President of the Pennsylvania Railroad Company, vice J. Edgar Thomson, deceased. George B. Roberts has been promoted to be First Vice-President.

#### Nashua and Lowell R. R.

The annual meeting of the stockholders of this company was held at Nashua, N. H., on the 27th of May. From the report of the directors, which was presented, we learn that the receipts from operations of the road during the last fiscal year were \$613,396 71, of which \$330,923 10 was for freights, \$257,966 01 for passengers, and the balance for express, mails, interest and contingent fund. The expenses have been \$529,602 25, of which \$81,290 41 have been paid for repairs on the road, \$81,973 81 for rent of other roads, \$69,643 08 for fuel, \$56,320 34 for merchandise and depot expenses, and the remainder for repairs, salaries and miscellaneous expenses. The stockholders have received \$80,000 in five per cent. semi-annual dividends. The lines now operated by this corporation, in connection with the Boston and Lowell Railroad, have an aggregate length of 135 miles. The report states:

On the first of August last the Middlesex Central Road was opened from Lexington to Concord, Mass., eight miles, and on the first of January the Peterboro' Road was opened from Wilton to Greenfield, eleven miles. The business from these extensions has been fully as great as was anticipated, for the season of the year that they have been in operation, and an increase of income may be expected from them in the summer months. The roads have, in common with all others, felt the effects of the business panic of last fall. The growth of traffic has been temporarily checked, but there seems reason to hope that it will soon resume its accustomed progress, and that the investments will continue to yield adequate returns.

The following directors were unanimously elected for the ensuing year: Francis B. Crowninshield of Boston, Daniel S. Richardson of Lowell, Edward Spalding of Nashua, Onslow Stearns of Concord and William W. Bailey of Nashua. President, Francis B. Crowninshield; Treasurer, Theodore H. Wood; Clerk, Edward P. Emerson.

At the annual election of the New York and Long Island Bridge Company held on the 1st inst., the following gentlemen were chosen directors: William C. Conover, Isaac D. Coleman, J. L. Brown, John T. Conover, Shepherd F. Knapp, Archibald N. Bliss, Daniel L. Potter, George Wilkes, Anthony W. Winans, Phineas L. Taylor, Gideon L. Knapp, Joel A. Fithean, Henry Vanderwater, Herman T. Livingston, Jacob W. Lery, Edward J. Shandle, Robert M. C. Graham, Charles Johnson, Purcell W. Turney, William Steinway.

Judge Shepley, in the United States Circuit Court at Boston, has decided in favor of the pretensions of the Goodyear Dental Vulcanite Company's patent. He has dismissed the suit of the Boston Elastic Fabric Company against the Easthampton Rubber Thread Company for infringement on Hall's "improved machine for cutting caoutchouc," and that of Ashcroft vs. the Boston and Lowell Railroad Company for an alleged infringement by the Richardson spring safety valve on Naylor's English patent.

Sealed proposals will be received by the Jersey City and Albany Railroad Company until noon June 15, for the work and materials necessary to finish the road to Haverstraw. Information furnished on application to E. K. Alburtis, President, 46 Beaver street, N. Y.



**Nashua and Rochester Railroad.**

At the annual meeting of this company, held at Nashua, N. H., on the 26th ult., the following Board of Directors was elected for the ensuing year: F. H. Kinnicut of Worcester; C. H. Waters, Groton; N. V. Whitehouse, Rochester; J. C. Eastman, Hampstead; Francis H. Dewey, Worcester; Charles E. Whitin, Whitinsville; E. B. Stoddard, Worcester; Charles W. Smith, Worcester; Charles S. Turner, Worcester; Aaron W. Sawyer, Nashua; A. H. Dunlap, Nashua; John Lynch, Portland; Joseph C. Burley, Epping; F. A. McKean, Nashua; and Edwin Wallace, Rochester. President, F. H. Kinnicut; Clerk, A. F. Stevens. The report of the directors shows that the amount of money received from subscribers for the construction of the road is \$902,681, of which \$894,026 has been thus far expended. Everything connected with the road is represented to be progressing satisfactorily, and it is hoped that the road will be open for public travel in September next.

The following named gentlemen have been elected directors of the Hudson Suspension Bridge and New England Railway Company:—E. W. Serrell, John Q. Hoyt, Hiram Barney, R. E. Smith, J. H. Jackson, C. R. Griggs, A. S. Diven, D. C. Littlejohn, J. R. Macbeth, E. R. Wiswell, C. J. Pusey, L. T. Guthrie, A. W. Humphreys. The following officers were also elected: President, Charles J. Pusey; Vice President, John Q. Hoyt; Treasurer, A. W. Humphreys; Secretary, John R. Macbeth; Chief Engineer, E. W. Serrell.

A bill in chancery was filed in the United States Court, at Des Moines, Iowa, on the 2d inst., for the foreclosure of the first and second mortgages of the Central Railroad of Iowa and the appointment of a receiver pending a decision. H. E. Boardman, A. V. Linde, Charles Alexander, E. B. Page, A. W. Spencer, Sophie W. Dana and Quincy A. Brown, of Massachusetts; Joseph Wentworth and Elijah Colburn, of New Hampshire; Nathaniel Holmes, of St. Louis, and 260 other bondholders, are complainants.

The annual meeting of the Wilton Railroad Company was held at Nashua, N. H., on the 27th ult. The road is about 15½ miles in length, extending from Nashua to Wilton, N. H., and is operated under lease by the Nashua and Lowell Railroad Company. The receipts for rent of the road for the past year, less all expenses, were \$15,136. Two semi-annual dividends of 3½ per cent have been paid, and there is a surplus in the Treasury of \$23,254. The following were elected Directors: Isaac Spalding of Nashua; William Ramsdell, Milford; Clarke C. Boutwell, John Reed and Solomon Spalding, of Nashua; Clerk, J. Thornton Greely.

Papers have been served upon the Attorney General and Railroad Commissioners, notifying them that an injunction would be applied for in the United States District Court for the Western District of Wisconsin to restrain them from instituting any proceedings or taking any measures for the purpose of executing the act of the last Legislature. The action is brought by the creditors of the Chicago and Northwestern Railroad Company, who claim that their securities are weakened or destroyed by the law of last winter.

**Cheshire Railroad.**

The directors of this company, recently elected, are: E. Murdock, Jr., Thomas M. Edwards, William A. Brigham, John Henry Elliot, Samuel Gould, Isaac M. Murdock, George F. Williams. This road continues to be among the very best managed roads in New England, and the report of the Directors shows it to be in a more prosperous condition. The net earnings for the year have been \$152,544 26. The indebtedness of the road has been reduced about \$29,000 during the year, in addition to the payment of a 5 per cent dividend. The gross receipts have fallen off about \$20,000, caused by reduction of rates, the tonnage carried having been equal to former years. The road and all its equipments are in thorough repair. All renewals of rails have been of steel. It is proposed during the coming year to substitute iron bridges for the wooden structures and to add other permanent improvements.

C. J. Brydges, late of the Canada Grand Trunk Railway, has been commissioned by the Dominion to investigate the management of all the railways in New Brunswick and Nova Scotia.

Five first-class locomotives from the Baldwin Locomotive Works, Philadelphia, were shipped to Russia, on the 23d of May.

THE  
SECOND ANNUAL EXHIBITION  
OF THE  
INTER-STATE  
Industrial Exposition  
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WILL OPEN

September 9th, and Close October 10th, 1874.

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**The American Wood Carbolicizing Co.**

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R. Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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The first criminal trial for violating the Railroad Law of Wisconsin took place on the 30th ult. The station agent of the Chicago and North western Railroad had been arrested for charging more than the legal rate for tickets. He was tried, found guilty and fined one dollar.

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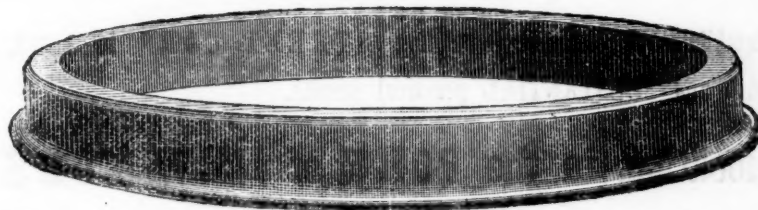
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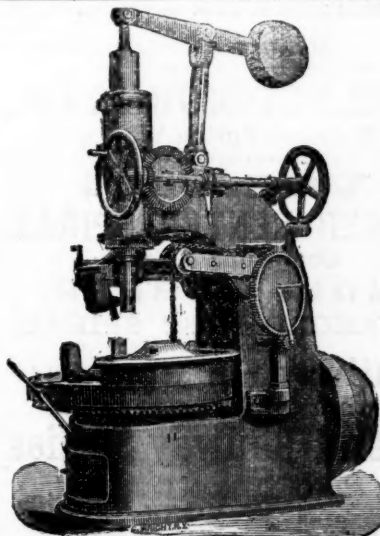
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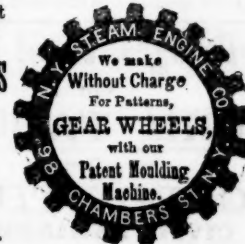
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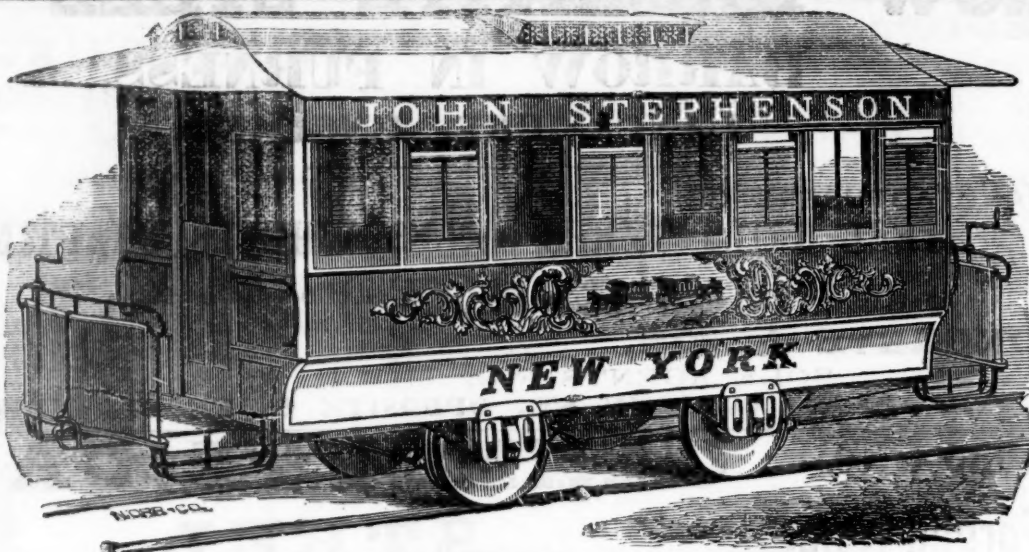
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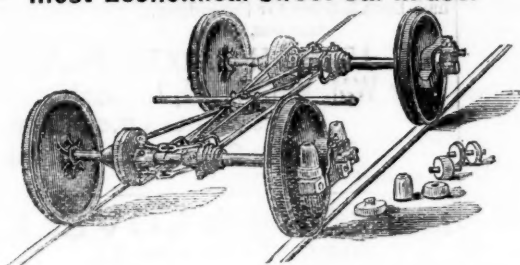
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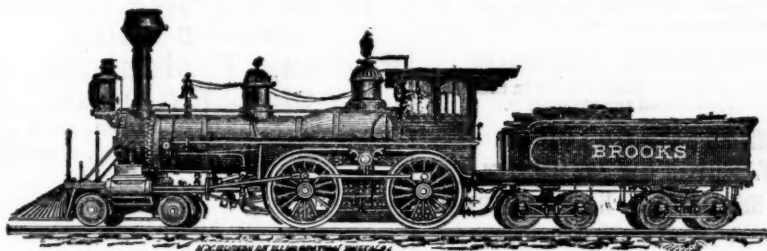
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We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

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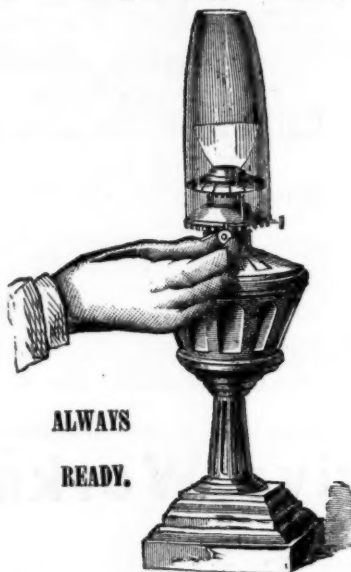
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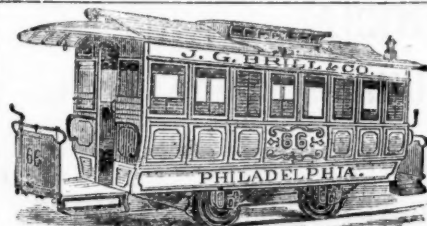
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